

# REPORT

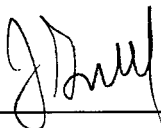
**DATE:** February 2, 2006

**TO:** Energy and Environment Committee (EEC)

**FROM:** Jessica Kirchner, Associate Regional Planner, (213)236-1983, kirchner@scag.ca.gov

**SUBJECT:** Conformity Determination and PEIR Addendum for the Amendment to the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program

**EXECUTIVE DIRECTOR'S APPROVAL:**



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**RECOMMENDED ACTION:**

Approve the conformity determination and PEIR Addendum for the 2004 RTP/RTIP Amendment.

(TCC is considering approval of the Draft Amendment).

**SUMMARY:**

The EEC released the Draft PEIR and conformity determination for public review and comment on December 1, 2005. The public comment period closed on January 6, 2006. A public hearing was held at SCAG on January 5, 2006. The Transportation Conformity Working Group discussed the item on October 25, 2005 and November 22, 2005. Additionally, the RTP/RTIP Amendment will be discussed at a meeting a meeting of the Regional Transportation Agencies Coalition (RTAC) on January 18, 2006.

**BACKGROUND:**

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to do the following:

- Replace the planned CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operation improvement projects, and
- Revise the scope of the SR-241/Foothill South toll road project.

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions. The Foothill-South amendment is requested to facilitate action on a Record of Decision by the Federal Highway Administration.

SCAG received two written comments on the Draft Amendment and they are summarized below.

# REPORT

Name, Organization, Address	Comments	SCAG Response
<p>Michael Brady</p> <p>California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator</p> <p>mike_brady@dot.ca.gov</p>	<p>The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis?</p>	<p>The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010. OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E).</p>
<p>Dennis Wade</p> <p>Air Pollution Specialist California Air Resources Board Planning and Technical Support</p> <p>dwade@arb.ca.gov</p>	<p>The ratios to estimate the additional benefit of directing 20% of the vehicles to test only are: ROG 0.996, NOx 0.997. These are annual estimates for calendar year 2002 for the South Coast Air Basin.</p>	<p>SCAG has updated its calculation of NOx for I/M credit using the following: <math>1 - 0.997 = 0.003</math>, based upon the information provided by the Air Resources Board.</p> <p>The updated numbers for year 2002 are reflected on page 15 of the Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination.</p>

## FISCAL IMPACT:

Funds for the RTP and RTIP development are included in the FY 05/06 Overall Work Program.

**FINAL**

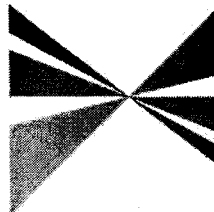
**2004 REGIONAL TRANSPORTATION PLAN  
AMENDMENT**

**AND**

**2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENT**

February 2, 2006

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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## **INTRODUCTION**

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments over the next 25 years. The RTIP is a short-range program that implements the long-range plan by identifying federal, state, and local funding sources and amounts for specific transportation projects and project phases.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2), and the current operating 2004 RTIP on September 2, 2004 (resolution #04-453-2). Both the RTP and RTIP were developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of transportation and related stakeholders, as required under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to replace the planned CenterLine light rail project and Yorba Linda Metrolink Station with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects (see Attachments A, B, D), and to revise the scope of the Foothill Transportation Corridor-South/SR-241 toll road project (see Attachments C, D). The CenterLine project is located within the cities of Santa Ana, Costa Mesa, and Irvine in central Orange County. The Yorba Linda Metrolink Station project is located in the city of Yorba Linda in northern Orange County. The Foothill-South project is located in the unincorporated portion of southern Orange County.

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and 2004 RTIP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the amendment of the both the 2004 RTP and 2004 RTIP are incorporated into this document.



## **PROJECT DESCRIPTIONS**

The 2004 RTP/RTIP Amendment addresses three projects currently included in the 2004 RTP and 2004 RTIP, all of which are in Orange County: CenterLine, Yorba Linda Metrolink Station, and Foothill Transportation Corridor-South/SR-241.

### **CenterLine and Yorba Linda Metrolink Station**

#### **CenterLine**

The CenterLine is a Transportation Control Measure (TCM) included in the 2004 RTP and the 2004 RTIP (project ID ORA194) with a completion year of 2010. The project entails constructing and operating an 8-mile-long light rail transit line from the Santa Ana Transit Center/Metrolink-Amtrak Station to John Wayne Airport. The CenterLine is programmed in the 2004 RTIP for a total of \$1.06 billion in local, state, and federal funds between fiscal years 2004/2005 and 2009/2010.

In February 2005, as a response to anticipated shortfalls in federal funding for the project, the OCTA Board of Directors paused work on the CenterLine to assess options for replacing the project. Since the CenterLine is a TCM, it is subject to the TCM substitution process identified in the Air Quality Management Plan. For further discussion of the TCM substitution process, refer to the Conformity Finding section of this Amendment. In October 2005, the OCTA Board of Directors approved the replacement of the CenterLine project with four new projects (described below), and OCTA has requested that SCAG amend the 2004 RTP and 2004 RTIP accordingly. The CenterLine and substitution projects are depicted in Figures 1 and 2.

#### **Yorba Linda Metrolink Station**

The Yorba Linda Metrolink Station is a TCM included in the 2004 RTP and 2004 RTIP (project ID ORA981103) with a completion date of 2005. The project entails constructing a new Metrolink commuter rail station, including a 347-space park-and-ride lot, near Esperanza Rd. and New River St. in the city of Yorba Linda. The project is programmed in the 2004 RTIP for \$8.2 million in local, state, and federal funds between fiscal years 2004/2005 and 2008/2009. The Yorba Linda Metrolink Station is depicted in Figures 1 and 2.

The Yorba Linda City Council voted on March 16, 2004 to cancel this project, and OCTA has requested that SCAG amend the 2004 RTP and 2004 RTIP accordingly. The Yorba Linda Metrolink Station will share the same set of substitution projects with CenterLine described below.

#### **TCM Substitution Projects**

The 2004 RTP/RTIP Amendment deletes the CenterLine and Yorba Linda Metrolink Station in their entirety from the 2004 RTP and 2004 RTIP and adds four substitute TCMs in their place:

- **Bus Rapid Transit:** A 28-mile bus rapid transit line connecting the Brea Mall to the Irvine Transportation Center via State College Blvd. and Bristol St,
- **Metrolink Service Expansion:** Enhanced service (50% headway improvement) on the Inland Empire-Orange County line (San Bernardino to San Juan Capistrano) and 91 line (Riverside to Union Station),



**FINAL 2004 RTP AMENDMENT AND 2004 RTIP AMENDMENT**

- Irvine Business Center shuttle: CNG-fueled shuttle vehicles connecting John Wayne Airport to the Irvine Business Center, and
- Free 3+ HOV on the 91 Express Lanes: Free access to the SR-91 Express toll lanes will be provided to 3+ carpools, from SR-55 to the Orange County/Riverside County line.

Specifically, the Amendment deletes references to the CenterLine on page 84 and in Exhibit 4.5 of the 2004 RTP document. The Amendment further revises the 2004 RTP Technical Appendix I as follows:

*Edits to page I-66 (deletions are stricken):*

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
YORBA LINDA	ORA081103	SCAB	0	0	0	IN YORBA LINDA, CONSTRUCT COMMUTER RAIL STATION AND PARK AND RIDE (347 SPACES) NEAR ESPERANZA RD AND NEW RIVER ST	20050630	TCM

*Edits to page I-122 (deletions are stricken; additions are underlined):*

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA194	SCAB	0	0	0	CENTRAL ORANGE COUNTY FIXED GUIDEWAY (CENTERLINE) FOR CONSTRUCTION FROM JOHN WAYNE AIRPORT TO SANTA ANA TRANSPORTATION CENTER PLUS LINK TO SANTA ANA COLLEGE	20101231	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110501	SCAB	0	0	0	BUS RAPID TRANSIT - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, ROLLING STOCK, AND FEEDER SVC & IRVINE BUSINESS CTR (IBC) SHUTTLE - CNG SHUTTLES FROM JOHN WAYNE AIRPORT TO IBC	2010	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	04AMEND1	SCAB	0	0	0	METROLINK SERVICE EXPANSION - ENHANCED SERVICE ON INLAND EMPIRE-ORANGE COUNTY LINE AND 91 LINE (OPERATIONAL IMPROVEMENT)	2010	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	04AMEND2	SCAB	91	0	0	FREE 3+ HOV ON 91 EXPRESS LANES FROM SR-55 TO OR/RIV COUNTY LINE (OPERATIONAL IMPROVEMENT)	2010	TCM

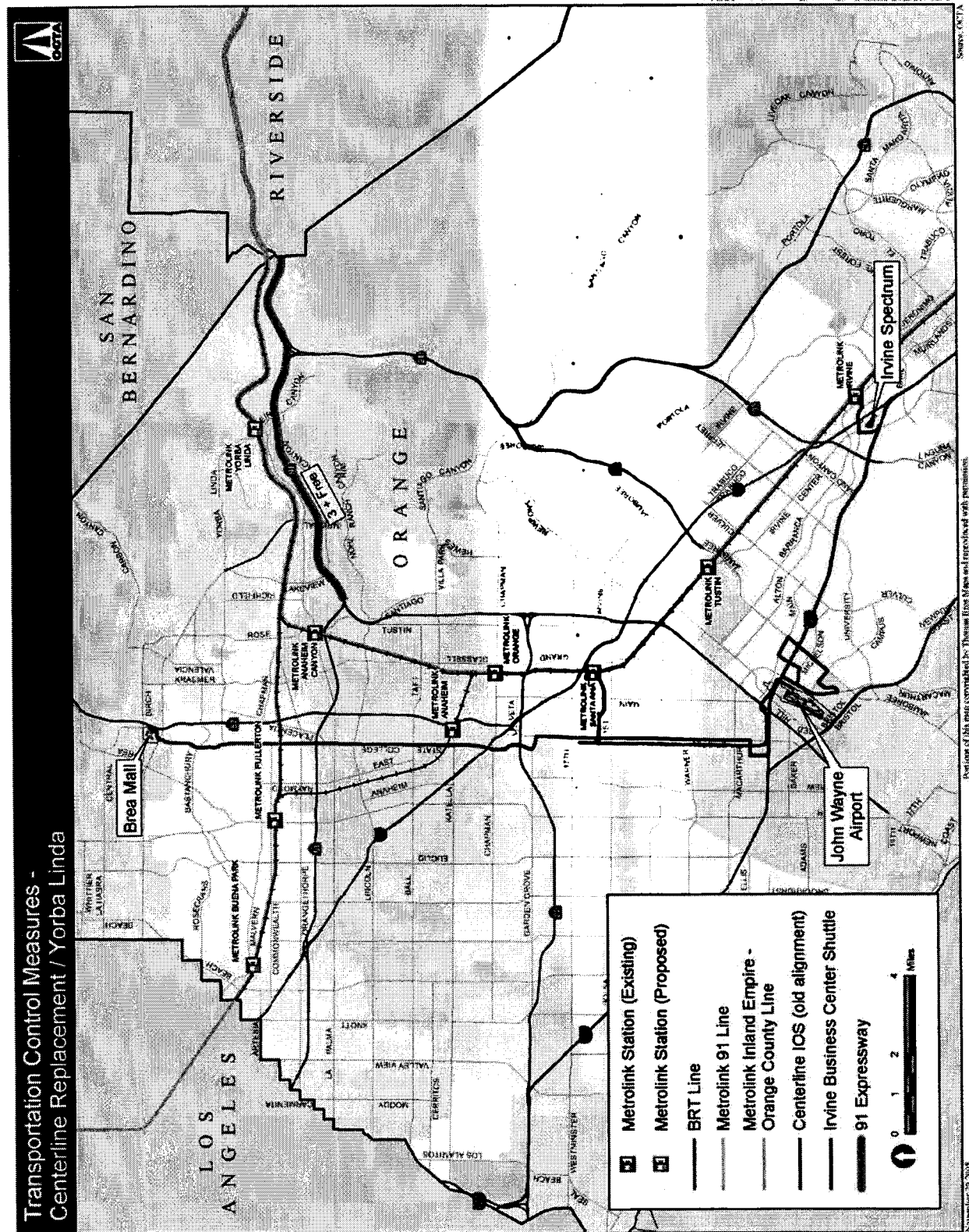
The Amendment revises the 2004 RTIP as depicted in Attachment D and in Figure 4.







Figure 2 – CenterLine/Yorba Linda Station and Substitution Projects – Detailed



## **Foothill Transportation Corridor-South/SR-241**

The Foothill Transportation Corridor-South/SR-241 project is included in the 2004 RTP and 2004 RTIP (project ID ORA052) with a completion date of 2015. The project entails extending the existing Foothill Transportation Corridor/SR-241 from its current terminus at Oso Pkwy. in Rancho Santa Margarita south to the Interstate 5 freeway near San Clemente. The project as originally described would construct a total of four toll lanes in each direction by 2015.<sup>1</sup> The Foothill-South project is programmed in the 2004 RTIP for a total of \$478 million in local private funds through fiscal year 2005/2006. The project is depicted in Figure 3.

As a result of further analysis on the Foothill-South project, the Transportation Corridor Agencies (TCA) and OCTA have determined that the project scope should be scaled back from its original buildout description. The 2004 RTP/RTIP Amendment revises the scope of the Foothill-South project by reducing the total number of lanes to three toll lanes in each direction and by delaying the project completion to 2020. The initial phase by 2010 is not affected by this Amendment.

Specifically, the Amendment revises the 2004 RTP Technical Appendix I as follows:

*Edits to page I-116 (deletions are stricken; additions are underlined):*

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
TCA	ORA052	SCAB	241	0	15.9	(FTC-S) TOLL RD (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2006; AND 2 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	2006 (2+2) and 2015 (4+4)	TCM
TCA	ORA052	SCAB	241	0	15.9	(FTC-S) TOLL RD (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.	2010 (2+2) and 2020 (3+3)	TCM

The Amendment revises the 2004 RTIP as depicted in Attachment D and in Figure 4.

<sup>1</sup> In the 2004 RTP the project is described as constructing two toll lanes in each direction by 2006 and an additional two toll lanes by 2015, for a total of four lanes each direction. Subsequently, the 2004 RTIP revised the project description to two toll lanes in each direction by 2010 and an additional two toll lanes by 2015.



Figure 3 – Foothill Transportation Corridor-South/SR-241 Alignment

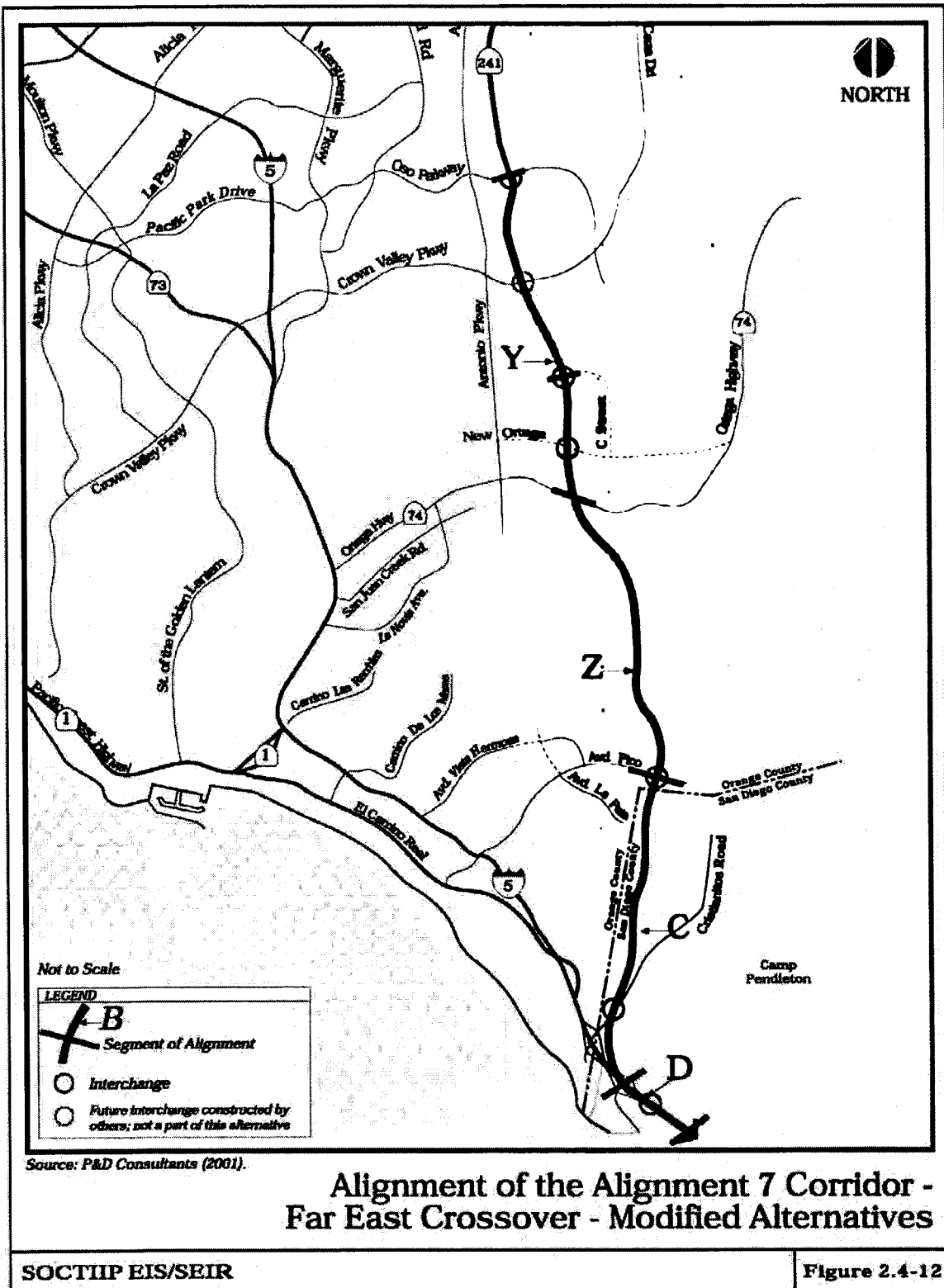


Figure 4 – 2004 RTIP Amendment Project Listing Report

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2004 Federal TIP (FY 2004/2005 - 2009/2010)

PROJECT LISTING REPORT

County: ORANGE

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG Approved Amendments

Local Highway Projects, State Highway Projects, Transit Projects

Cost in Thousands

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment	
TCA	ORA052	SCAB	2042	CAN87	241	0.0	15.9	S	TCM	3	18	
■ (FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA DIR BY 2010, AND 1 ADDITIONAL MF EA DIR PLS CLIMBING & AUX LANES AS REQ BY 2020 PER SCAG/CA MWU 403501												
	Year	Fund	Eng	R/W	Cons	Total						
	2005/2006	PVT	5,000	0	0	5,000						
	2006/2007	PVT	20,000	35,000	0	55,000						
	2007/2008	PVT	10,000	0	80,000	90,000						
	2008/2009	PVT	0	0	100,000	100,000						
	2009/2010	PVT	0	0	100,000	100,000						
			35,000	35,000	280,000	350,000						
	ORA10501	SCAB		BUN93			0	0.0	0.0	T	TCM	18
■ BUS RAPID TRANSIT - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE- CNG SHUTTLES FROM JWA TO IBC.												
	Year	Fund	Eng	R/W	Cons	Total						
	2006/2009	STP-RIP	0	0	41,670	41,670						
	2008/2010	STP-RIP	0	0	7,530	7,530						
			0	0	49,200	49,200						
	Grand Totals:		35,000	35,000	329,200	399,200						



## **FISCAL IMPACT**

The 2004 RTP/RTIP Amendment includes the deletion of the CenterLine light rail project and Yorba Linda Metrolink Station project, the addition of replacement TCM projects, and scope changes to the Foothill-South toll road project. The amendment does not adversely impact the financial constraint of either the 2004 RTP or the 2004 RTIP. Both the plan and program remain financially constrained after the project deletions, additions, and scope changes described in this report. The fiscal impacts of the amendment are summarized below.

### **CenterLine and Yorba Linda Metrolink Station TCM Substitution**

The 8-mile CenterLine light rail project has a total cost of \$1.06 billion, while the Yorba Linda Metrolink Station project is programmed at \$8.2 million. The projects that would replace the CenterLine and Yorba Linda Metrolink Station have a total cost of only \$246.2 million, as follows:

- Bus Rapid Transit: \$36.9 million
- Metrolink Service Expansion: \$197 million
- Irvine Business Center Shuttle: \$12.3 million
- Free 3+ HOV on 91 Express Lanes: operational improvement; no capital cost required

### **Foothill-South Toll-Road Project Scope Change**

The Foothill-South project budget consists of private funding. Initially, costs totaling \$478 million and offsetting toll revenues were included in the 2004 RTP baseline financial plan and the 2004 RTIP. The Transportation Corridor Agency (TCA) toll revenues were forecasted to grow at a conservative rate—pledged to secure the issuance of revenue bonds.

Recent toll revenue forecasts reflect more current conditions showing a higher growth rate. Further, updated financial assumptions include revenues generated from development impact fees and interest income.

With project scope changes, the revised project cost estimate totals \$550 million, and is broken down as follows:

- Initial phase by 2010: \$350 million engineering, right-of-way, and construction
- Buildout phase 2011-2020: \$200 million construction

Both the 2004 RTP and 2004 RTIP remain financially constrained as updated revenues are sufficient to offset the revised project cost.



## **CONFORMITY FINDINGS**

### **Federal Requirements**

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the amendment's approval and conformity finding by the Regional Council. This includes an interagency consultation, release of the draft document for a 30-day public review and comment period, SCAG's responses on the written comments, and a public hearing at the Regional Council meeting prior to the final action on the amendment.

SCAG's Regional Council will undertake action first on the 2004 RTP Amendment and follow with action on the 2004 RTIP Amendment. The amendments will then be submitted to the state (for the RTIP Amendment's funding approval) and to the federal agencies for final approval (of financial constraint and conformity determination).

Sections 93.119(e) and 93.122(g) are the relevant parts of the Transportation Conformity rule for these amendments.

### **Conformity Findings**

SCAG has completed its analysis of the proposed changes to the 2004 RTP and 2004 RTIP. SCAG's findings for the approval of these amendments are as follows:

#### **Overall**

**Statement of Fact:** Inclusion of these amendments in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

**Statement of Fact:** Inclusion of these amendments in the 2004 RTIP would not change any other projects which were previously approved by the state and federal agencies on October 4, 2004.

**Finding:** SCAG has determined that the 2004 RTP Amendment and the 2004 RTIP Amendment are consistent with all federal and state requirements and comply with the federal conformity regulations.

#### **Regional Emissions Analysis – South Coast Air Basin (SCAB)**

**Finding:** The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for Ozone precursors (NOx, ROG/VOC) are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP)

**Finding:** The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).



**Finding:** The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for NO<sub>2</sub> are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

**Finding:** The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for PM<sub>10</sub> (particulate matter less than 10 microns in size) precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

**Finding:** The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for direct PM<sub>2.5</sub> and NO<sub>x</sub> are less than the baseline year (2002) for the 24-hour and the annual standard in the SCAB.

#### Timely Implementation of TCMs

The 2004 RTP/RTIP Amendment includes the substitution of two TCM projects, the CenterLine and the Yorba Linda Station (the SR-241 has a TCM component that will not be affected by the proposed changes). OCTA plans to replace these two existing TCMs (CenterLine and Yorba Linda Station) with new TCM projects. Replacement of these projects must follow the substitution protocol specified in the federally-approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP).

Transportation Control Measures are contained in Appendix IV-C of the AQMP/SIP. The TCM substitution process is also spelled out in this appendix to the 1994, 1997 and 2003 AQMPs. Currently, the only federally approved process is in the 1994 AQMP/SIP.

The AQMP specifies procedures for replacing individual projects such as CenterLine and the Yorba Linda Station. This process includes:

- The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed.
- SCAG, CTC or project sponsor can propose a substitute measure.
- Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (i.e., the Transportation Conformity Working Group), public review and comment period and emissions analysis.
- The replacement measure must be subject to the SCAG Regional Council review and adoption.
- Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.
- Adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measure.

The proposed replacement projects must also meet specific criteria:

- The substitution of an individual measure must provide equivalent or greater emissions reductions than the measure being replaced in the AQMP/SIP.
- The substituted measure should preferably be located in the same geographic area and serve the same demographic subpopulation as the TCM it is replacing.
- A substitute measure must be fully funded and implemented in the time frame established for the measure contained in the SIP.



- The substitute measure must be fully implemented within two years of the implementation date of the original measure in order to meet the test for a finding of timely implementation.
- There must be evidence of adequate authority under state or local law to implement and enforce the measures.
- Commitments to implement the substitute measures must be made by the agency with the authority for implementation.
- The analysis of replacement measures must be consistent with the methodology used for evaluating measures in the Air Plan.
- Where emissions models and/or transportation models have changed since those used for purposes of evaluating measures in the attainment plan, both the previous TCM and the new TCM shall be evaluated using the latest planning assumptions and modeling techniques in order to demonstrate consistency with the current Air Plan.

**Finding:** SCAG has followed the federally approved process for TCM substitution (see Attachment B). Substitution of these projects does not change funding and timely implementation of TCM projects that are not in this amendment. With approval of this amendment, all SCAB TCM projects in the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for implementation.

#### Fiscal Constraint Analysis

**Finding:** All projects listed in the 2004 RTP and 2004 RTIP (including the proposed amendments) are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

#### Interagency Consultation and Public Involvement Analysis

**Finding:** SCAG has consulted with the respective transportation and air quality planning agencies. The proposed substitution of the CenterLine and Yorba Linda Station was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on three occasions (September 22, 2005, October 25, 2005, and November 22, 2005). In addition, the Amendment to the 2004 RTP/RTIP underwent the required consultation and public participation process. A 30 day public comment period announcement was posted on the SCAG website on Thursday, December 1, 2005. The comments received and SCAG's responses are summarized in the Public Review and Comment section of this report.





**Regional Emissions Analysis – South Coast Air Basin (SCAB)**

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed projects are located within the SCAB; emissions changes in other air basins due to the proposed projects are negligible and therefore are not included in this summary report.

**OZONE – SUMMER (8HR)**

<b><u>ROG</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2008</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP/RTIP	258.467	212.754	151.290	107.240	73.177
<b>BUDGET</b>	<b>263.000</b>	<b>216.000</b>	<b>155.000</b>	<b>155.000</b>	<b>155.000</b>
<b><u>NOx</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2008</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP/RTIP	542.271	453.459	349.265	184.272	120.849
<b>BUDGET</b>	<b>546.000</b>	<b>464.000</b>	<b>352.000</b>	<b>352.000</b>	<b>352.000</b>

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

**CARBON MONOXIDE (CO) - WINTER**

<b><u>CO</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP/RTIP	2,597.739	1,809.416	859.798	530.093
<b>BUDGET</b>	<b>3,361.000</b>	<b>3,361.000</b>	<b>3,361.000</b>	<b>3,361.000</b>

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

**NITROGEN DIOXIDE (NO2) - WINTER**

<b><u>NOx</u></b>	<b><u>YR 2005</u></b>	<b><u>YR 2010</u></b>	<b><u>YR 2020</u></b>	<b><u>YR 2030</u></b>
Amended 2004 RTP/RTIP	613.664	448.797	205.622	133.010
<b>BUDGET</b>	<b>686.000</b>	<b>686.000</b>	<b>686.000</b>	<b>686.000</b>

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget



**PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE**

	<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<b><u>ROG</u></b>				
Amended 2004 RTP/RTIP	245.350	189.004	106.453	72.524
<b>BUDGET</b>	<b>251.000</b>	<b>251.000</b>	<b>251.000</b>	<b>251.000</b>

**NOx**

Amended 2004 RTP/RTIP	534.144	417.986	192.743	125.748
<b>BUDGET</b>	<b>549.000</b>	<b>549.000</b>	<b>549.000</b>	<b>549.000</b>

**PM10**

Amended 2004 RTP/RTIP	165.927	163.365	161.520	163.913
<b>BUDGET</b>	<b>166.000</b>	<b>166.000</b>	<b>166.000</b>	<b>166.000</b>

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

**DIRECT PM2.5 EMISSIONS - 24-Hour**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<b>Amended 2004 RTP/RTIP</b>				
Exhaust	10.48	9.49	8.83	9.20
Tire Wear	0.83	0.90	0.98	1.08
Brake Wear	1.97	2.10	2.25	2.44
<b>Total PM2.5 Exhaust</b>	<b>13.27</b>	<b>12.49</b>	<b>12.06</b>	<b>12.72</b>
<b>Base Year Emissions</b>	<b>13.27</b>	<b>13.27</b>	<b>13.27</b>	<b>13.27</b>
<b>Difference from Base Year</b>	<b>0.00</b>	<b>-0.78</b>	<b>-1.21</b>	<b>-0.55</b>

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

**DIRECT PM2.5 EMISSIONS - Annual**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<b>Amended 2004 RTP/RTIP</b>				
Exhaust	3,825	3,464	3,223	3,358
Tire Wear	303	329	358	394
Brake Wear	719	767	821	891
<b>Total PM2.5 Exhaust</b>	<b>4,844</b>	<b>4,559</b>	<b>4,402</b>	<b>4,643</b>
<b>Base Year Emissions</b>	<b>4,844</b>	<b>4,844</b>	<b>4,844</b>	<b>4,844</b>
<b>Difference from Base Year</b>	<b>0.00</b>	<b>-285</b>	<b>-442</b>	<b>-201</b>

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

**OXIDES OF NITROGEN (NOx) - 24-Hour**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP/RTIP	715.34	417.99	192.74	125.75
Base Year Emissions	715.34	715.34	715.34	715.34
Difference from Base Year	0.00	-297.35	-522.60	-589.59

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

**OXIDES OF NITROGEN (NOx) - Annual**

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP/RTIP	261,099	152,565	70,351	45,898
Base Year Emissions	261,099	261,099	261,099	261,099
Difference from Base Year	0	-108,534	-190,748	-215,201

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year



## **ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)**

### **Introduction**

This document is an Addendum to the Final Program Environmental Impact Report (PEIR) to the 2004 Regional Transportation Plan (RTP or "Plan"), prepared and certified by the Southern California Association of Governments (SCAG) in April 2004. This Addendum to the PEIR has been prepared to address the following modifications to the 2004 RTP, requested by the Orange County Transportation Authority (OCTA):

- Delete the planned CenterLine Light Rail project and proposed Yorba Linda Metrolink station project (which are both Transportation Control Measures or TCMs) and replace with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects; and,
- Reduce the size/capacity of the Foothill Transportation Corridor-South (SR-241) toll road project.

As the Lead Agency under the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) SCAG prepared a Final PEIR (SCH No. 2003061075) to evaluate the potential environmental impacts associated with implementation of the Plan. The Plan is a long-range program that addresses the transportation needs for the six-County SCAG region through 2030. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address transportation and urban form. The purpose of the PEIR was to identify the potentially significant environmental impacts associated with the implementation of the projects, programs, and policies included in the Plan. The PEIR served as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP.

The 2004 RTP PEIR, focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).<sup>2</sup> As such, the PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168, 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

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<sup>2</sup> Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



### **Basis for Addendum**

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for, and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163, and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.
- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG staff has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or



- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.<sup>3</sup>

### **Purpose**

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Analysis of the TCM substitution process is included in the Conformity Findings Section within this document. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions (AB1012 and annual obligation authority provisions). The Foothill-South amendment is requested to facilitate action on the project's environmental document by the Federal Highway Administration.

The purpose of this Addendum to the 2004 PEIR is to address the following specific modifications to the 2004 RTP which include removing the following two previously proposed projects:

**CenterLine (project ID ORA164)** - The CenterLine project in the 2004 RTP and RTIP was proposed as an eight mile portion of the original 18-mile light rail line from John Wayne Airport to the Santa Ana Transit Center. The CenterLine project alignment is shown in Figures 1 and 2.

**Yorba Linda Metrolink Station (project ID ORA981103)** - The Yorba Linda Station project would have consisted of the construction of a new rail station, including 347 parking spaces for station use. The Yorba Linda City Council voted on March 16, 2004 to cancel this project. Therefore, OCTA is seeking to replace this project before formally removing it from the RTP and RTIP. The Yorba Linda Station is currently programmed as a TCM and was modeled at the regional level in the 2004 RTP and PEIR.

The CenterLine Light Rail and Yorba Linda Metrolink Station projects will be deleted from the 2004 RTP and replaced with the operational improvement projects described below:

**Bus Rapid Transit (BRT)** – This project would provide a 28-mile BRT line extending from Brea Mall to Irvine Transportation Center. This line follows portions of the original CenterLine alignment, and builds on the existing BRT network in Orange County. This project is consistent with the 2004 RTP Bus Rapid Transit element, and enhances the BRT network being created with six new BRT projects listed in RTP Table 4.10. The RTP calls for "building on the success of existing BRT lines" with an emphasis on connecting major activity centers and creating multi-modal systems. The 28-mile line is consistent with these goals and would not be expected to result in any new construction.

**Metrolink Service Expansion** – This project would consist of enhanced service on the Orange Inland Empire – Orange County line and 91 lines. It is consistent with the RTP's Metrolink Expansion component (p. 107) and provides connectivity with the BRT routes

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<sup>3</sup>While the proposed changes to the RTP may represent "New information of substantial importance..." as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. No changes to the mitigation measures contained in the 2004 PEIR are proposed.



to create a multi-modal network as encouraged by the RTP's BRT element. Implementation of this element of the RTP would not be expected to involve any new construction.

**Irvine Business Center Shuttle** – CNG fueled shuttle vehicles would connect John Wayne airport to Irvine Business Center, one of the County's major employment concentrations. Implementation of this element of the RTP would not involve any new construction.

**Free 3+ HOV on the 91 Express Lanes** – Free access to the 91 Express toll lanes would be provided to 3+ carpools, from SR 55 to the Orange County/Riverside County line. These changes are proposed operational improvements and would not involve any new construction.

One additional modification to the RTP is also proposed and is described below:

**The Foothill Transportation Corridor- South/SR-241** project was included in the 2004 RTP and 2004 RTIP. The project would include extending the existing Foothill Transportation Corridor/SR241 from its current terminus at Oso Parkway in Rancho Santa Margarita south to the Interstate 5 (I-5) freeway near San Clemente. The project included in the 2004 RTP would have included the construction of four toll lanes in each direction to be completed by 2015. The proposed 2004 RTP Amendment revises the scope of the project to include a total of three toll lanes in each direction to be completed by 2020. The net effect of this change will be to reduce the proposed toll road footprint and related potential environmental impacts of this RTP element.

The 2004 RTP includes hundreds of specific projects, and thus, these three specific projects are a relatively minor modification to the entire Plan. The replacement of the CenterLine and Yorba Linda Station projects with the proposed operational improvement projects and the reduced size of the proposed SR-241 alignment are refinements to the 2004 RTP based on a continuous need to improve and integrate transportation and land use planning in the region. None of the operational improvement replacement projects are expected to result in new construction. Additionally, the refined SR-241 project would result in a reduced construction footprint with a commensurate reduction in the scope of potential environmental impacts. Finally, each of these proposed RTP elements will be fully assessed at a project-level in accordance with CEQA, NEPA and all other applicable regulations by the implementing agencies.

Although the proposed replacement projects for the CenterLine and Yorba Linda projects were not detailed in the 2004 RTP PEIR, these projects are consistent with the scope, goals and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. The PEIR broadly discussed potential significant impacts at the programmatic level based on conceptual project design and broadly defined transportation corridors. An evaluation of general corridors, proposed alignments and programs is inclusive and adequate for purposes of a programmatic level environmental assessment.

SCAG has assessed these additional projects at the programmatic level, and finds that the proposed replacement projects and the reduction in the size of SR-241 are consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 PEIR. Further SCAG finds that these projects do not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.



## **Analysis of Impacts**

### **Land Use**

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Although the operational improvements proposed are not anticipated to result in direct construction impacts, it is possible that site specific impacts could occur at the project level. These may include impacts to sensitive receptors, open space loss and agricultural land loss or disturbance. The 2004 PEIR concluded that projects such as the CenterLine and Yorba Linda Station and proposed replacement projects could cause significant unavoidable impacts. However, the analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addressed impacts that could result from the proposed replacement projects at the program level. The potential environmental impacts from these replacement projects would be less than or equal to the size, magnitude and nature of the deleted projects. Therefore, incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** – The SR 241 was included in the RTP as a four lane toll road and was evaluated at the programmatic level. The proposed changes would reduce the project footprint from four to three lanes in each direction. As a result, the potential area of environmental impacts also decreases relative to what was evaluated in the 2004 PEIR.

The 2004 PEIR assessed potential impacts of highway projects on sensitive receptors, open space loss and agricultural land loss or disturbance. The PEIR concluded that highway projects, including projects such as the SR-241, could cause significant unavoidable adverse impacts. The analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

### **Population, Housing and Employment**

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Due to implementation of one or more of the replacement projects, it is possible that site specific impacts could occur. However, because the replacement projects are operational improvements by nature, significant new construction is not anticipated. In addition, the proposed replacement projects would not require the acquisition of right-of-way since all of the proposed replacement projects would occur on existing right of way. Therefore, the analysis in the 2004 PEIR adequately addressed impacts that could result from these projects at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

**SR 241** –The proposed change of reducing the project from four to three lanes in each direction would represent a reduction in the acquisition of right-of-way necessary to implement the





proposed change. The reduced footprint of SR 241 is anticipated to result in a commensurate reduction in potential environmental impacts. The potential growth impacts associated with this project were addressed at the regional scale and would not be increased with this proposed change. Therefore, the analysis in the 2004 RTP PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Transportation

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The removal of these projects could potentially result in increased usage on other areas of the transportation network. However, several transit options are included in the package of replacement projects (BRT, increased shuttle service and Metrolink service). The addition of these projects would offset the potential impacts to the overall transportation network. The analysis in the 2004 PEIR adequately addressed impacts that could result from these projects at the program level. In addition, each of the proposed replacement projects will be evaluated at the project-level. Therefore, incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** – As stated in the population section, the proposed change of reducing the project from four to three lanes in each direction would represent a reduction in the overall scope of the project and therefore, would not be likely to induce additional growth beyond those levels that are currently anticipated. Therefore, increases in VMT associated with the proposed project would not appreciably increase. The analysis in the 2004 PEIR adequately addressed this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Air Quality

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – (The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The replacement of the CenterLine and Yorba Linda Station projects with the proposed operational improvement projects is not expected to have an adverse effect on regional air quality. Both projects are considered to be Transportation Control Measures (TCMs) and as such would provide an air quality benefit to the region. The regional emissions modeling analysis performed for the RTP Amendment determined these replacement projects would provide equal or greater emissions benefits than the projects they are replacing. Therefore, incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –The analysis in the 2004 PEIR adequately addresses this project at the program level. Therefore, incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.



Noise

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The increase in bus and train service along certain lines (i.e., BRT and Irvine Shuttle Service) could cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR noise chapter (3.5-17- 3.5-27) adequately evaluates these impacts at the programmatic level. Therefore, the analysis in the 2004 RTP PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

**SR 241** –The reduction in project footprint would not be expected to cause a significant change in noise levels beyond those evaluated in the 2004 PEIR. Therefore, the analysis in the 2004 PEIR adequately addressed this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Aesthetics and Views

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Implementation of the proposed replacement projects is not anticipated to cause a significant adverse impact on aesthetics or views. The proposed modifications would be on an existing system and would be at grade. The 2004 PEIR determined that improvements proposed on existing systems would be less than substantial than those potentially created by new system projects (such as the CenterLine and Yorba Linda Station) (p. 3.6-13) Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –Although a narrower alignment than originally proposed, the project would be expected to have a significant impact on aesthetics due the addition of visual elements of urban character to an existing natural, rural and open space area (p. 3.6-11- 3.6-22). The proposed reduction in scope would neither increase nor lessen the impacts of the proposed project on aesthetics and views. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Biological Resources

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.



The proposed replacement projects would be implemented on existing roadways and would not be anticipated to impact biological resources. In the event that impacts occur, mitigation measures proposed in the Biological Resources chapter may help reduce or eliminate potential impacts associated with the proposed projects. Detailed project-level analysis for specific projects, including project level mitigation measures, will be conducted by implementing agencies on a project-by-project basis. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –The 2004 PEIR determined that significant biological impacts could occur where previously undisturbed land would be disturbed (3.7-21- 3.7-28). The proposed reduction in the project footprint has the potential to decrease the area of potential disturbance and therefore, may result in a decreased impact on biological resources. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Cultural Resources

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR concluded that improvements proposed in exiting rights of way such as new bus-ways would have limited potential to impact historic resources, archeological resources, and paleontological resources (p. 3.8-18 - 3.8-24). Thus, the replacement projects for the CenterLine and Yorba Linda Station projects have the potential to result in reduced impacts to cultural resources. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –The 2004 PEIR concluded that highway projects could potentially cause significant unavoidable impacts on cultural resources, including impacts on historic, archaeological, and paleontological materials (p. 3.8-18- 3.8-24); In addition, there is the potential to encounter human remains in previously undisturbed areas. The proposed reduction in size of SR 241 has the potential to decrease potential impacts on cultural resources. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Geology, Soils and Seismicity

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.



The 2004 PEIR concluded that highway and rail construction may require significant earthwork and road cuts, increasing long-term erosion potential and slope failure (p. 3.9-16). The Centerline would have required significant earthwork. The Yorba Linda Station would have required ground and soil disturbance as well as excavation and grading.

The proposed replacement projects are all proposed on existing right-of-way and therefore would involve fewer earth moving activities. In addition, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (p. 3.9-19-3.9-22). Detailed project level analysis for specific projects, including project level mitigation measures, will be conducted by implementing agencies on a project-by-project basis. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –As stated above, the 2004 PEIR concluded that highway and rail construction may require significant earthwork and road cuts, increasing long-term erosion potential and slope failure (p. 3.9-16). The proposed reduction in scope would have the potential to decrease the impacts of the proposed project on geology, soils and seismicity due to the reduced area of potential disturbance. Detailed project-level analysis for the project, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Hazardous Materials

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR concluded that general improvements to the transportation system would facilitate the movement of all types of goods including hazardous materials (p. 3.10-7 - 3.10-9). Although the proposed replacement projects would not specifically facilitate, increase or decrease the transport of hazardous materials detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –As mentioned above, the 2004 PEIR concluded that highway improvements to the transportation system would facilitate the movement of all types of goods, including hazardous materials. The proposed reduction in size may have a negligible or unquantifiable reduction of impacts relative to hazardous materials. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Energy

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic



level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Operation of the proposed replacement projects are expected to have less than significant impacts on consumption of petroleum or diesel fuels. The 2004 PEIR concludes that "new transit vehicles and transit stations for Maglev, Metrolink, light rail and rapid bus would require electricity and natural gas during project operation" and identifies mitigation measures to reduce these impacts (p. 3.11-13 - 3.11-16). Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –As described above in the population and transportation sections, this change would represent a reduction in the overall scope of the project and therefore, would not be likely to result in additional growth. As a result, energy consumption impacts would not be anticipated to be greater than the levels previously evaluated in the 2004 PEIR. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

#### Water Resources

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (p. 3.12-23 - 3.12-29). The proposed replacement projects will generally be implemented on the existing network and right-of-way and therefore would not cause a substantial increase in the overall amount of impervious surfaces in the region. Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –The proposed change of reducing the project from four to three lanes in each direction would represent a decrease in the amount of impervious surface compared to the project as evaluated in the 2004 PEIR. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

#### Public Services and Utilities

**CenterLine Light Rail Project & Yorba Linda Metrolink Station Project** – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.



The 2004 PEIR identifies several types of projects that would require an increase in the level of police, fire and medical services. These include projects involving new roadways and transit related projects that require the construction of new transit stations (3.13.9-3.13-14). The proposed replacement projects do not fall into either of these categories and therefore are not anticipated to have a significant adverse impact on police, fire and/or medical services. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

**SR 241** –As stated above, projects adding new roadways are anticipated to require additional police, fire and emergency medical services for safety purposes (3.13.9 - 3.13-14). The proposed reduction in scope would not be expected to increase or decrease the levels of anticipated impacts on public services. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

### **Comparison of Alternatives**

The CenterLine Light Rail and Yorba Linda Metrolink Station replacement projects and reduced SR-241 project footprint and area of impact does not appreciably affect the comparison of alternatives in the 2004 PEIR in any meaningful way. Each of the projects is contemplated within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project, 2) Modified 2001 RTP Alternative 3) The PILUT 1 (Infill) Alternative 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR is not significantly affected by the removal of two projects, substitution of the proposed Centerline and Yorba Linda Station replacement projects or reduction in the proposed SR-241 footprint. Therefore, no further comparison is required at the programmatic level. Project-level comparisons of alternatives, however, will be conducted by implementing agencies when they prepare CEQA/NEPA documents for specific future projects.

### **Long Term Effects**

The CenterLine and Yorba Linda replacement projects and reduced footprint of the SR-241 project are both within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the replacement of the CenterLine and Yorba Linda Station and the reduced size of the SR-241 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR. Unavoidable and irreversible impacts will be further analyzed by implementing agencies at the project level. Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR. Overall, the projects are within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed changes are consistent with the findings on long-term effects in the 2004 PEIR. Detailed analysis of impacts on long-term effects will be conducted by implementing agencies at the project level.

### **Conclusion**

With the exception of the SR 241 toll road project, the proposed changes to the 2004 RTP are generally operational improvements and are not anticipated to result in direct construction



impacts. SR 241 would be reduced from four to three lanes in each direction which would reduce the potential footprint of the project and corresponding area of potential environmental effect.

The 2004 RTP included hundreds of projects. The deletion of two projects that would have resulted in significant construction and long-term operational impacts and replacement with projects not likely to result in significant new construction would have a negligible environmental impact when viewed in light of the scope and nature of the entire Plan.

After completing its' programmatic environmental assessment of these changes, SCAG finds that adoption of the proposed RTP Amendment would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the 2004 RTP Amendment, therefore, are not substantial changes which would require major revisions to the PEIR. Thus, a subsequent or supplemental EIR is not required and this Addendum fulfills the requirements of CEQA.



## PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing was posted on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) on December 1, 2006, and published in major newspapers in the six-county region. The Draft Amendment was made available on the SCAG website and copies were provided for review at SCAG and at public libraries throughout the region. Written comments were accepted until 5:00pm January 6, 2006. In addition, a public hearing was held at SCAG on January 5, 2006. To fulfill the state's AB1246 interagency consultation requirement, a meeting of the Regional Transportation Agencies Coalition (RTAC) was held on January 18, 2006 to discuss the Amendment.

SCAG received two written comments on the Draft Amendment. The comments, along with SCAG's responses, are as follows.

Name, Organization, Address	Comments	SCAG Response
<p>Michael Brady</p> <p>California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator</p> <p><a href="mailto:mike_brady@dot.ca.gov">mike_brady@dot.ca.gov</a></p>	<p>The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis?</p>	<p>The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010.</p> <p>OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E).</p>
<p>Dennis Wade</p> <p>Air Pollution Specialist California Air Resources Board Planning and Technical Support</p> <p><a href="mailto:dwade@arb.ca.gov">dwade@arb.ca.gov</a></p>	<p>The ratios to estimate the additional benefit of directing 20% of the vehicles to test only are: ROG 0.996, NOx 0.997. These are annual estimates for calendar year 2002 for the South Coast Air Basin.</p>	<p>SCAG has updated its calculation of NOx for I/M credit using the following: <math>1 - 0.997 = 0.003</math>, based upon the information provided by the Air Resources Board.</p> <p>The updated numbers for year 2002 are reflected on page 15 of the Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination.</p>





**ATTACHMENT A**

**OCTA REQUESTS FOR CENTERLINE AND YORBA LINDA METROLINK STATION  
SUBSTITUTION**





**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

November 30, 2005

Mr. Mark Pisano  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Dear Mr. Pisano:

On October 18, 2005, the Orange County Transportation Authority (OCTA) Board of Directors sent a letter requesting the Southern California Association of Governments (SCAG) to prepare and approve a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) amendment to formally replace the CenterLine and Yorba Linda Station projects with substitute transportation control measures (TCM) for Federal Highway Administration approval. Since that time OCTA and SCAG staff have been working diligently with the Federal Highway Administration (FHWA), the Air Quality Management District (AQMD), and the Transportation Conformity Working Group (TCWG) to finalize this request.

The TCWG met on November 22, 2005, to discuss the eligibility of the proposed substitution TCMs. At that meeting, FHWA stated that the Fullerton Station was not a suitable replacement for the Yorba Linda Station project. However, it was determined that the proposed CenterLine replacement projects have ample emissions benefits to be used as substitutions for both CenterLine and Yorba Linda Station. OCTA would like to revise the October 18, 2005, request to now use the proposed CenterLine replacement projects for both CenterLine and Yorba Linda Station.

In summary, the 9-mile CenterLine light rail and the Yorba Linda Station TCMs will be replaced with a combination of four projects:

- 28-mile mixed flow Bus Rapid Transit from the Brea Mall to the Irvine Transportation Center
- Metrolink Service expansion providing enhanced service between the Inland Empire and Orange county
- Irvine Business Center shuttle connecting John Wayne Airport to the Irvine Business Center
- Free 3+ HOV on the 91 Express Lanes, from State Route 55 to the Orange County /Riverside County line.



Mr. Mark Pisano  
November 30, 2005  
Page 2

This request is in compliance with the South Coast Air Basin Air Quality State Implementation Plan's (SIP's) federally-approved requirements for substituting TCMs. OCTA has also fulfilled the interagency consultation requirement for TCM substitution. As noted in the previous request, OCTA staff has documented the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions within the same timeframe and geographic area as the original TCMs. SCAG staff has reviewed the methodology OCTA used for the analysis and concurs with it. The replacement projects are fully funded and OCTA is committed to delivering them within the specified timeframe.

OCTA's Board of Directors and management appreciate SCAG's timely approval and processing of the RTP and RTIP amendment to implement this substitution.

Sincerely,

Paul C. Taylor  
Executive Director, Planning  
Development and Commuter Services

C: Hassan Ikharta, SCAG  
Sylvia Patsouras, SCAG



**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

October 18, 2005

Mr. Mark Pisano  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12th floor  
Los Angeles, CA 90017

Dear Mr. Pisano,

On October 14, 2005, the Orange County Transportation Authority (OCTA) Board of Directors approved the replacement of CenterLine and the Yorba Linda Station projects with substitute Transportation Control Measures (TCMs). The Board of Directors requests that the Southern California Association of Governments (SCAG) prepare and approve a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) amendment to formally replace the CenterLine and Yorba Linda Station projects with the substitute TCMs for final Federal Highway Administration approval. Timely completion of the amendment by April 2006 is requested to meet deadlines for reallocating funds to the new TCMs.

In compliance with the South Coast Air Basin Air Quality State Implementation Plan's (SIP's) federally-approved requirements for substituting TCMs, OCTA staff worked closely with SCAG staff to define substitutes for the two projects:

- 1) The 8-mile Centerline light rail TCM will be replaced with a combination of four projects:
  - 28-mile mixed-flow Bus Rapid Transit from Brea Mall to Irvine Transportation Center
  - Metrolink Service expansion providing enhanced service between the Inland Empire and Orange County
  - Irvine Business Center shuttle connecting John Wayne Airport to Irvine Business Center
  - Free 3+ HOV on the 91 Express Lanes, from State Route 55 to the Orange County/Riverside County line.

Mr. Mark Pisano  
October 18, 2005  
Page 2

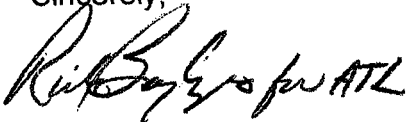
- 2) The Yorba Linda TCM will be replaced with the Fullerton Station Parking Structure project.

OCTA staff has documented the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions within the same timeframe and geographic area as the original TCMs. SCAG staff has reviewed the methodology OCTA used for the analysis and concurs with it.

OCTA also fulfilled the interagency consultation requirement for TCM substitution. OCTA management presented the proposed TCM substitution to the Transportation Conformity Working Group on July 26, and September 22, 2005, and will return on October 25, 2005, to report on the OCTA Board of Director's final action.

OCTA's Board of Directors and management appreciates SCAG's timely approval and processing of the RTP and RTIP amendment to incorporate this substitution.

Sincerely,

Handwritten signature of Arthur T. Leahy in black ink, with the letters "ATL" written at the end of the signature.

Arthur T. Leahy  
Chief Executive Officer

ATL:pt

Attachment: Orange County Transportation Control Replacement Report

**ATTACHMENT B**

**OCTA TCM REPLACEMENT REPORT**



**Orange County Transportation Control Measure Replacement**

**Presented to**

**Southern California Association of Governments**

**Submitted by**

**Paul Taylor, Executive Director  
Planning, Development and Commuter Services  
Orange County Transportation Authority  
550 South Main Street  
Orange, CA 96184**

**November 22, 2005**

# **Orange County Transportation Control Measure Replacement**

## **I Introduction**

Orange County Transportation Authority plans to replace two existing Transportation Control Measures (TCMs) with new TCM projects that together provide equivalent or greater emission reductions, while meeting all TCM substitution requirements specified in Appendix IV-C of the 1994 and 2003 South Coast Air Quality Management Plan/State Implementation Plan.

Two replacements will be discussed in this technical report:

**Centerline.** Replace the 8-mile Centerline light rail project as a TCM.

**Yorba Linda Station.** Replace the Yorba Linda Metrolink Station as a TCM.

Both of these projects will be replaced with a package of four new projects to be designated as TCMs in the Regional Transportation Plan and Regional Transportation Improvement Program:

- 28-mile mixed flow Bus Rapid Transit from Brea Mall to Irvine Transportation Center
- Metrolink Service expansion providing enhanced service between the Inland Empire and Orange County
- Irvine Bus Center Shuttle connecting John Wayne Airport to Irvine Business Center
- Free 3+ HOV on the 91 Express Lanes, from SR 55 to the Orange County/Riverside County line.

The following report presents the criteria for TCM replacement that apply to the Centerline and Yorba Linda Station TCMs. Further the report includes a description of each TCM project to be replaced, the need for replacement, the implication of the replacement on the Regional Transportation Plan and Regional Transportation Improvement Program, and a description of the proposed replacement projects. The technical analysis for the replacement presents emissions data for the original and replacement TCMs.



## **II TCM Replacement Procedures and Requirements**

Replacement of Centerline and Yorba Linda Station with new TCMs must follow the substitution protocol specified in the federally-approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP).

Transportation Control Measures are contained in Appendix IV-C of the AQMP/SIP. The TCM replacement process is also spelled out in this appendix to the 1994, 1997 and 2003 AQMPs; USEPA formally approved the replacement process in the 1994 AQMP/SIP.

The TCM Replacement section describes the circumstances in which TCM's must be replaced: "a specific TCM project may be found to be non-implementable within the designated time frame and a new TCM project is substituted. The AQMP specifies procedures for replacing individual projects such as Centerline and the Yorba Linda Metrolink Station:

- The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed.
- SCAG, CTC or project sponsor can propose a substitute measure.
- Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (via the Transportation Conformity Working Group), public review and comment period and emissions analysis.
- The replacement measure must be subject to the SCAG Regional Council review and adoption.
- Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.
- Adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measures.

Proposed replacement projects must also meet specific criteria:

- The substitution of an individual measure must provide equivalent or greater emissions reductions than the measure being replaced in the AQMP/SIP.
- The substituted measure should preferably be located in the same geographic area and serve the same demographic subpopulation as the TCM it is replacing.
- A substitute measure must be fully funded and implemented in the time frame established for the measure contained in the SIP.

- The substitute measure must be fully implemented within two years of the implementation date of the original measure in order to meet the test for a finding of timely implementation.
- There must be evidence of adequate authority under State or local law to implement and enforce the measures.
- Commitments to implement the substitute measures must be made by the agency with authority for implementation.
- The analysis of replacement measures must be consistent with the methodology used for evaluating measures in the Air Plan.
- Where emissions models and/or transportation models have changed since those used for purposes of evaluating measures in the attainment plan, both the previous TCM and the new TCM shall be evaluated using the latest planning assumptions and modeling techniques in order to demonstrate consistency with the current Air Plan .

Section III of this report includes a summary of the Centerline and Yorba Linda Station replacement TCMs' fit with each of the requirements established by the AQMP.

### III Orange County TCM Replacements

#### Centerline TCM Description

On October 22, 2001, the OCTA Board of Directors approved an 18-mile Centerline rail transit alignment between the Irvine Transit Center and the Santa Ana Regional Transportation Center.

On July 21, 2003, the OCTA Board of Directors reduced the Locally Approved Alternative project length to 8 miles. The 10-mile segment of Centerline was formally replaced by three projects that together provide equivalent emission reductions within the same timeframe and geographic area. The replacement project package consisted of

- An 8-mile Centerline project connecting John Wayne Airport and Santa Ana Transit Center/Metrolink-Amtrak Station;
- Intracounty rail services to cover the area where the 10-mile Centerline segment was deleted; and
- Upgraded bus service providing 402 new weekday bus trips in the deleted portion of the Centerline corridor, including runs from John Wayne Airport to UC Irvine.

This replacement was completed after interagency consultation with federal, state and local agencies through SCAG's Transportation Conformity Working Group. SCAG's longrange Regional Transportation Plan (RTP) and six-year Regional Transportation Improvement Program (RTIP) were revised accordingly and approved by the Federal Highway Administration.

Thus, the current Centerline project in the RTP and RTIP is an 8-mile portion of the original 18-mile light rail line TCM from John Wayne Airport to the Santa Ana Transit Center. The Centerline project alignment is indicated on Maps 1 and 2.

**Need for Centerline Replacement.** The 8-mile Centerline project is designated as a Transportation Control Measure (TCM) in the 2003 Air Quality Management Plan. As a TCM, the commitment to build Centerline by 2010 can be eliminated only if projects with equivalent emission reduction benefit replace it in the RTP, RTIP and AQMP.

Centerline must be replaced at this time because funding shortfalls prevent the project and its emission benefits from being delivered by 2010 as required by the AQMP. Centerline funding is drawn from three sources: Orange County's 1/2-cent sales tax, Measure M, which provided seed money for a "starter system," and state and federal funding.

OCTA sought federal appropriations for Centerline in FY 2004/2005. Given the prospect of a lack of a federal funding commitment essential to delivering the project, in February 2005, the OCTA Board paused Centerline implementation in order to identify and study options for replacing Centerline. Again, OCTA sought FY 2005/2006 funding through SAFETEA-LU, but the federal transportation bill was ultimately approved without a Centerline funding earmark.

While the state funding earmark was obtained, anticipated federal funding for the Centerline project has not been, and will not be, forthcoming in a timeframe that allows delivery of the project and associated emission reductions by 2010 as required by the AQMP.

Therefore, the OCTA Board formally directed staff to pursue alternatives to Centerline, and to identify substitute projects that meet the criteria for TCM replacement spelled out in the AQMP. In addition, the Board directed that replacement projects be constrained with funds under OCTA's control to insure delivery of the replacement projects by 2010.

Failure to replace the Centerline project would lead to a lapse in timely implementation of TCM-01, which in turn would jeopardize continued federal approvals and funding for all other projects in the RTP and RTIP.

**Implications of Centerline Replacement for 2004 RTP and 2004 RTIP.** At present, the 8-mile Centerline project is included in the 2004 Regional Transportation Plan and 2004 RTIP as follows:

ORA 194	Central Orange County Fixed guideway (Centerline) for construction from Santa Ana Transportation Center to John Wayne Airport. Includes rolling stock for Initial operating segment.
---------	---

At the conclusion of the interagency consultation process, OCTA will request that SCAG amend the 2004 RTP and 2004 RTIP to remove the remaining Centerline project description, and designate the replacement projects as TCMs. OCTA will submit the appropriate changes to SCAG by October 20, 2005, for inclusion in 2004 RTP/RTIP. The replacement projects will be carried forward into the 2007 RTP update now being developed by SCAG.

The replacement projects will also subsequently be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA to demonstrate that the projects are being implemented on time in fulfillment of the AQMP TCM requirements.

### **Yorba Linda Station TCM Description**

The Yorba Linda Station project proposes to construct a new rail station, including 347 parking spaces for station use. The proposed Yorba Linda Station project is depicted on Maps 1 and 2.

**Need for Yorba Linda Station Project Replacement.** The City of Yorba Linda City Council voted, on March 16, 2004, to cancel this project. OCTA is thus seeking to replace this project before formally removing it from the RTP and RTIP.

**Implication of Yorba Linda Station Project Replacement for 2004 RTP and RTIP.** The Yorba Linda Station project is currently programmed as a TCM in the triennial period of the RTIP. The project is included in the 2004 RTP and 2004 RTIP as follows:

ORA 981103 In Yorba Linda, construct commuter rail station  
and park-and-ride (347 spaces)

At the conclusion of the interagency consultation process, OCTA will request that SCAG amend the 2004 RTP and 2004 RTIP to remove the Yorba Linda Station project description, and designate the replacement projects as TCMs in its place. OCTA will submit the appropriate changes to SCAG by October 12, 2005, for inclusion in a formal RTP/RTIP Amendment. The replacement project will be carried forward into the 2007 RTP update now being developed by SCAG.

The replacement projects will also subsequently be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA to demonstrate that the projects are being implemented on time in fulfillment of the AQMP TCM requirements.

### **Recommended Centerline/Yorba Linda Station Replacement Project Package**

**TCM Replacement Project Identification.** Working with the OCTA Board's Transit Planning and Operations Committee, OCTA staff has analyzed thirty-four potential replacement projects with the potential to provide equivalent or greater emission reductions than the Centerline and Yorba Linda Station projects. The options included:

- The current project, the 8-mile Centerline alignment between John Wayne Airport and Santa Ana Transit Center/Metrolink-Amtrak Station.
- Other light transit rail
- Bus Rapid Transit, expanding the BRT system from two current lines to 3 or more lines.
- Commuter rail, increasing Metrolink service frequency and/or new locations.

- Gateways to regional connections, including the MagLev system, California High Speed Rail, and the California/Nevada High Speed Train
- Other transit projects, such as additional investment in the OCTA bus system
- Road projects. and
- 3+ HOV requirements for the 91 Express Lanes.

During six work sessions, the Board's Transit Planning and Operations Committee determined that no single replacement project was available. The Committee investigated six "packages" of projects with the potential to replace Centerline and Yorba Linda Station. The Committee also defined a seventh package of projects for further analysis that included countywide Bus Rapid Transit; increasing Metrolink service; and high speed rail and MagLev system investments.

**Recommended TCM Replacement Projects.** OCTA requests that the 8-mile Centerline TCM and Yorba Linda Station TCM be replaced with a package of four projects that meet the TCM replacement criteria set in the AQMP/SIP. Although each project meets the eligibility criteria for TCM status, none is currently included in the RTIP or designated as a TCM. The replacement projects are indicated on Maps 1 and 2, along with the Centerline alignment and Yorba Linda Station location.

**Bus Rapid Transit.** This project provides a 28-mile BRT line extending from Brea Mall to Irvine Transportation Center. This line follows portions of the original Centerline alignment, and builds on the existing BRT network in Orange County. The BRT project will cost \$36.9 million for structures and rolling stock.

**Metrolink Service Expansion.** This project provides enhanced service on Orange Inland Empire –Orange County line and 91 line, and will cost \$197 million.

**Irvine Bus Center Shuttle.** CNG-fueled shuttle vehicles will connect John Wayne Airport to Irvine Business Center, one of the County's and the region's major employment concentrations. The project will cost \$12.3 million.

**Free 3+ HOV on the 91 Express Lanes.** Free access to the 91 Express toll lanes will be provided to 3+ carpools, from SR 55 to the Orange County/Riverside County line. The 91 Express Lanes relieve congestion on one of the most impacted freeways in the Southern California region. This operational change will not require any capital investment.

## **IV Technical Analysis**

This technical analysis documents the evidence that the Centerline and Yorba Linda Station replacement TCMs meet the substitution criteria spelled out in the AQMP/SIP: equivalent emissions, similar geographic service area, similar implementation schedule, and demonstrated financial commitment to complete the project on time.

**Methodology for Analyzing Original Project and Replacement** The air quality impacts of the 8-mile Centerline TCM and Yorba Linda Station TCM were compared with the proposed TCM Replacement projects using a 2-step method based on SCAG's emissions program focused on Orange County. OCTA's OCTAM 3.2 travel demand model, which is consistent with SCAG's regional model, provided travel information on the Centerline and replacement TCMs.

**Step 1:** Obtain daily vehicle miles traveled (VMT) and speed data for freeways, arterials and transit bus from OCTAM 3.2. Extract all loaded link information, intrazonal travel speeds, and intrazonal travel volumes for all modeled time periods.

**Step 2:** Run SCAG emissions program using the extracted information from Step 1 as input to obtain vehicle starts, VMT, and vehicle population data. The result of this program is an EMFAC2002 input file for Orange County reflecting the model run. This program outputs emissions exhaust for ROG, NOx, CO and PM-10 pollutants by running EMFAC 2002. The additional emissions resulting from added bus and train service as part of each alternative are calculated and included in the overall emissions estimates.

The modeling assumes that 2010 intracounty train equipment will be ultra-low emission diesel engines and average 35-45 mph while the bus equipment will be clean natural gas engines and average 25-35 mph.

### **Replacement Criteria**

**Emission Analysis.** Based on the results of the modeling described above, Tables 1 and 2 compare the Centerline and Yorba Linda Station TCMs with proposed replacement TCM project total emissions for 2010 and 2030. The emissions data demonstrate that the replacement project package provides equivalent or greater emission reductions for Orange County than the current Centerline and Yorba Linda Station projects.

**Geographic Area/Service Area/Accessibility.** The 8-mile Centerline TCM provided intra-county light rail service between John Wayne Airport/Irvine and Santa Ana Regional Transportation Center. Yorba Linda Station provided 347 parking spaces and station infrastructure in northeast Orange County. Map 1 depicts the service area of the Centerline and Yorba Linda Station TCMs and the proposed Replacement TCM projects.

The replacement Bus Rapid Transit (BRT) route parallels and intersects the original Centerline alignment, providing accessibility to the same population in the same service area as Centerline. By expanding BRT routes, the replacement TCM provides an even

**Transportation Control Measures -  
Centerline Replacement / Yorba Linda**

**Legend:**

- Metrolink Station (Existing)
- Metrolink Station (Proposed)
- BRT Line
- Metrolink 91 Line
- Metrolink Inland Empire - Orange County Line
- Centerline IOS (old alignment)
- Irvine Business Center Shuttle
- 91 Expressway

**Map Labels:** LOS ANGELES, SAN BERNARDINO, ORANGE, RIVERSIDE, METROLINK SAN BERNARDINO, METROLINK COMMERCE, METROLINK NORMAN/SANTA FE SPRINGS, METROLINK GLENDALE, METROLINK FULLERTON, METROLINK ANAHEIM, METROLINK ORANGE, METROLINK SANTA ANA, METROLINK TUSTIN, METROLINK IRVINE, METROLINK SAN JUAN CAPISTRANO, METROLINK INDUSTRY, METROLINK WEST GARDENA, METROLINK NORTH GARDENA, METROLINK LA BREA, METROLINK VAN BUREN, METROLINK COMPTON/RIVERSIDE, METROLINK SAN BERNARDINO.

**Scale:** 0 2.5 5 10 Miles

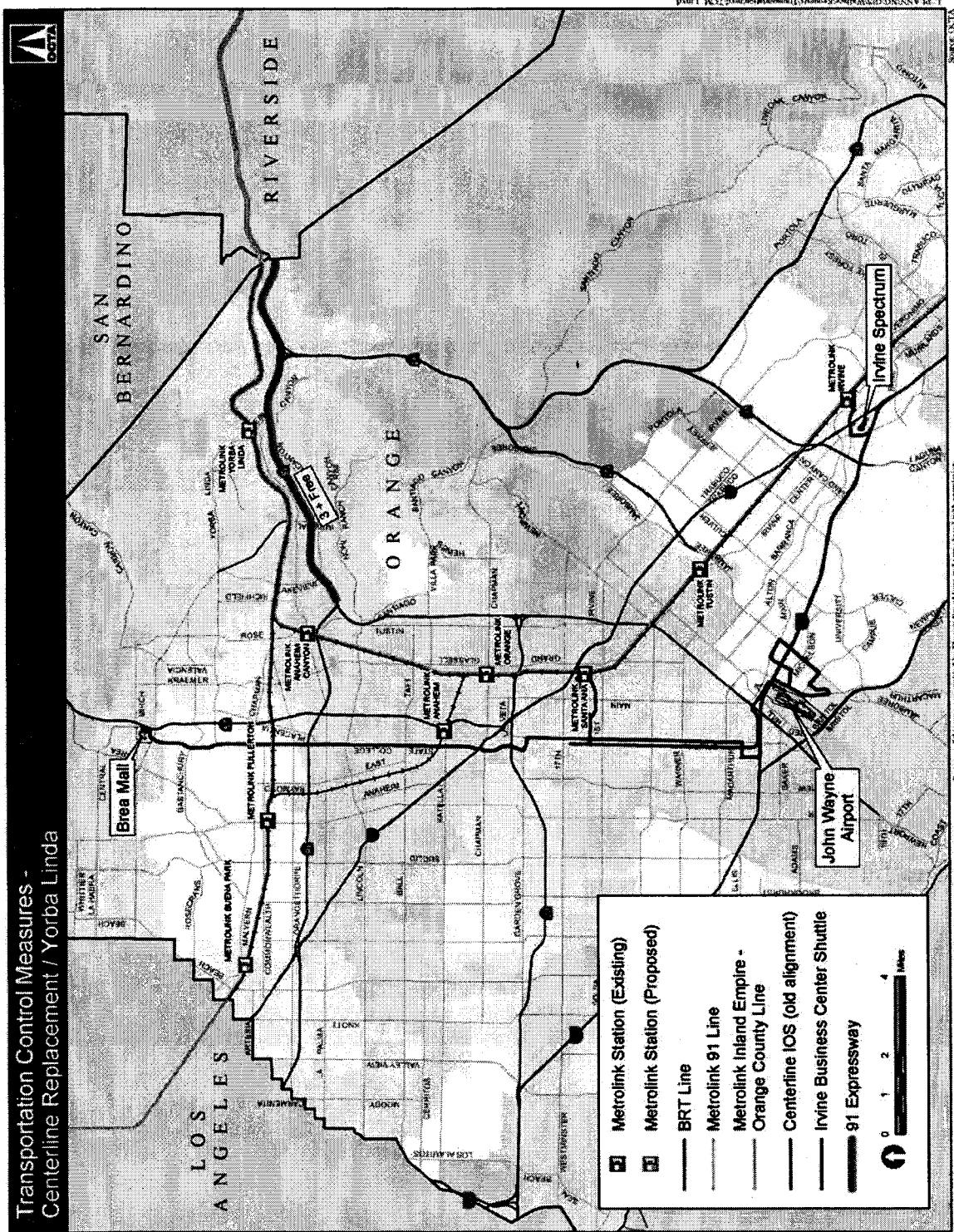
**Source:** 25-255

**Portion of this map copyrighted by: Thomas Elms and reproduced with permission.**

000030



Map 2



greater level of connectivity with existing bus and Bus Rapid Transit routes than Centerline. 8-minute BRT headways are consistent with those for Centerline. Metrolink service will provide expanded accessibility to and from jobs in Orange County. The expanded Orange County-Riverside County service will reduce congestion on all routes carrying Inland Empire commuters to Orange County jobs. Enhanced Metrolink Service will benefit residents and workers throughout northeast Orange County, including the Yorba Linda area.

The Centerline corridor traversed an area rich in housing to connect major business concentrations in downtown Santa Ana and Irvine including John Wayne Airport, Irvine industrial area north of the airport, and Irvine Business Center. The Replacement TCM projects also serve the cities of Irvine, Tustin and Santa Ana as well as greater Orange County. In the City of Santa Ana, the project corridor serves an area with median income below \$35,000. In Tustin and Irvine, median income is above \$60,000. Lower income Santa Ana residents have good access to job rich areas using either the BRT or Metrolink improvements included in the Replacement TCM.

**Implementation Schedule.** The four replacement projects are all programmed for delivery on or before 2010, on the same schedule as the emission reductions from Centerline and Yorba Linda Station.

**Financial Commitment.** The replacement TCM projects will require a total of \$246.2 million. OCTA has programmed \$465 million of Measure M sales tax funds for the Centerline project. A portion of Centerline funds will now be reallocated to the replacement TCM projects.

**Table 1****2010 Comparison of Centerline/Yorba Linda TCMs and Replacement TCM:  
Boardings and Countywide Total Exhaust Emissions (tons per day)  
2010**

	<b>Centerline/ Yorba Linda TCM</b>	<b>Replacement TCM</b>
<b>Daily Boardings</b>	<b>265,921</b>	<b>266,313</b>
<b>ROG</b>	<b>33.32</b>	<b>33.30</b>
<b>CO</b>	<b>297.77</b>	<b>297.55</b>
<b>NOx</b>	<b>63.45</b>	<b>63.44</b>
<b>PM-10</b>	<b>30.78</b>	<b>30.78</b>

**Table 2****2030 Comparison of Centerline/Yorba Linda Station TCMs and Replacement  
TCM Boardings and Countywide Total Exhaust Emissions (tons per day)**

	<b>Centerline/ Yorba Linda TCM</b>	<b>Replacement TCM</b>
<b>Daily Boardings</b>	<b>379, 887</b>	<b>380,447</b>
<b>ROG</b>	<b>16.59</b>	<b>16.58</b>
<b>CO</b>	<b>113.12</b>	<b>113.03</b>
<b>NOx</b>	<b>18.74</b>	<b>18.73</b>
<b>PM-10</b>	<b>43.34</b>	<b>43.34</b>

## **Summary of Orange County TCM Replacement Project Fit with Required Replacement Procedures and Criteria**

- **SCAG Review and Adoption.** On December 2, 2005, SCAG's Transportation and Communications Committee will consider the release of the Draft RTP/RTIP Amendment for 30 day public review, followed by SCAG Regional Council action on February 2, 2005.
- **Interagency Consultation.** Interagency consultation has occurred at SCAG's publicly noticed Transportation Conformity Working Group meetings on July 26, September 22, October 25, and November 22, 2005.
- **Equivalent Emission Reductions.** The four replacement projects provide equivalent or greater emission reductions for ROG, NOx, CO and PM-10 as presented in Tables 1 and 2.
- **Similar Geographic Area.** The replacement projects serve Orange County and provide accessibility in the same corridors as the original TCMs. Improved BRT and Metrolink headways benefit the entire County.
- **Full Funding.** The \$246.2 million package of replacement projects will be fully funded with revenues currently programmed for the Centerline project.
- **Similar Time Frame.** Like the original TCMs, completion of the replacement projects will be scheduled to meet the original 2005 Yorba Linda Station delivery date, and the 2010 Centerline delivery date.
- **Timely Implementation.** The replacement projects will be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA.
- **Legal Authority.** OCTA has full legal authority to construct and operate the replacement projects; OCTA owns the bus fleet, and owns the Metrolink track, rolling stock and station infrastructure.
- **Implementation Commitment.** The replacement projects will be added to the RTP/RTIP through a formal amendment to be approved by SCAG's Regional Council.
- **AQMP-Consistent Methodology.** The methodology for analyzing emissions used AQMP consistent assumptions and modeling techniques.
- **Latest Planning Assumptions.** Technical analysis of the replacement projects was based on EMFAC 2002 emission factors and OCTAM 3.1 demographic and travel demand data.

## **Appendix A: Technical Documentation**

**Emission Model Runs**

**Socioeconomic Data Maps**

## 2010 CenterLine/Yorba Linda Station TCM Emissions

### Centerline Projects Year 2010 Orange County Average

Version : Emfac2002 V2.2 Apr 23 2003 \*\* WIS Enabled \*\*  
 Run Date : 09/10/05 03:52:50  
 Scen Year: 2010 -- Model Years: 1965 to 2010  
 Season : Summer

	Vehicle	WMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passenger Car	1236400	38306	7745540	15.14	142.34	11.27	0.47	0.34	0.53	1.34
Light-D-Trk1	244730	7354	1519470	4.61	39.67	3.06	0.10	0.06	0.10	0.27
Light-D-Trk2	335918	10320	2214450	4.75	47.76	3.46	0.27	0.09	0.14	0.51
Mediu-D-Trk	140753	4242	880657	2.78	23.55	3.38	0.12	0.04	0.06	0.21
Motor Cycle	31007	228	62008	1.10	8.46	0.29	0.01	0.00	0.00	0.01
<hr/>										
L&H VEHICLE	1968808	60450	12322125	28.38	263.80	23.50	0.97	0.53	0.83	2.34
<hr/>										
L-Heavy-D T1	20806	984	620714	0.90	3.76	2.14	0.01	0.01	0.01	0.04
L-Heavy-D T2	8220	354	205342	0.40	1.57	1.29	0.01	0.00	0.00	0.02
M-Heavy-D T	22775	1133	731434	1.22	4.60	0.04	0.22	0.01	0.02	0.25
H-Heavy-D T	14428	2057	154566	1.73	11.54	23.35	0.58	0.06	0.03	0.49
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HD TRUCK	66230	4508	1692056	4.25	25.39	35.86	0.62	0.10	0.06	0.80
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	1685	62	6739	0.07	0.76	0.72	0.03	0.00	0.00	0.03
Urban Bus	1963	214	7851	0.48	4.21	2.76	0.05	0.00	0.00	0.05
Motor Home	23246	292	2326	0.13	3.57	0.58	0.01	0.00	0.00	0.01
<hr/>										
ALL VEHICLE	2081940	65526	14031100	33.32	297.74	63.43	1.67	0.65	0.91	3.23

Note :  
 I and M program in effect  
 Emissions in Tons per day, WMT in 1000-miles  
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# 2010 CenterLine/Yorba Linda Station Replacement TCM Emissions

## Centerline Replacement Projects Year 2010

## Orange County Average

Version : Emfac2002 V2.2 Apr 25 2003 \*\* MS Enabled \*\*  
 Run Date : 09/09/05 14:14:53  
 Scen Year: 2010 -- Model Years: 1965 to 2010  
 Season : Summer

	Vehicle	VMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passenger Car	1235610	34281	7740550	15.13	147.21	11.74	0.47	0.14	0.53	1.34
Light-D-Trk1	244575	7549	1518480	4.61	39.84	3.08	0.10	0.08	0.10	0.27
Light-D-Trk2	335701	10313	2113080	4.75	47.74	3.47	0.27	0.09	0.14	0.50
Mediu-D-Trk	140662	4240	880089	2.78	25.52	3.38	0.12	0.04	0.06	0.21
Motor Cycle	30987	228	61968	1.10	8.46	0.29	0.01	0.00	0.00	0.01
L&M VEHICLE	1987533	60411	12314177	28.37	263.57	23.44	0.97	0.53	0.83	2.53
L-Heavy-D T1	20806	984	620714	0.90	3.78	2.14	0.01	0.01	0.02	0.04
L-Heavy-D T2	8220	354	205342	0.40	1.57	1.29	0.01	0.00	0.00	0.02
H-Heavy-D T	22775	1113	731434	1.22	8.60	0.04	0.22	0.01	0.02	0.25
H-Heavy-D T	14429	2057	134506	1.73	11.54	23.35	0.38	0.08	0.05	0.48
HD TRUCK	66230	4508	1692056	4.25	25.39	35.86	0.62	0.10	0.06	0.80
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	1685	62	6739	0.07	0.78	0.72	0.03	0.00	0.00	0.03
urban Bus	1965	214	7851	0.48	4.21	2.78	0.05	0.00	0.00	0.05
Motor Home	23246	292	2326	0.13	3.57	0.58	0.01	0.00	0.00	0.01
ALL VEHICLE	2080660	65489	14023200	33.30	297.61	43.41	1.67	0.65	0.81	3.23

Note :  
 T and M program in effect.  
 Emissions in tones per day. VMT in 1000-miles  
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## 2030 CenterLine/Yorba Linda Station TCM Emissions

Centerline Projects Year 2030      Orange County Average

Version : ENfac2002 v2.2 Apr 23 2003 \*\* WIS Enabled \*\*  
 Run Date : 09/10/05 00:54:21  
 Scen Year: 2030 -- Model Years: 1985 to 2030  
 Season : Summer

	Vehicle	WMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passenger Car	1791930	54085	11077300	5.47	45.26	2.96	0.60	0.48	0.75	1.91
Light-D-Trk1	370215	10936	2296530	2.06	12.24	0.88	0.15	0.10	0.15	0.59
Light-D-Trk2	508206	14869	3090600	3.49	23.70	2.01	0.44	0.13	0.21	0.78
Mediu-D-Trk	213699	6201	1293260	1.74	12.86	1.15	0.19	0.05	0.09	0.33
Motor Cycle	38170	264	76332	1.10	6.49	0.31	0.01	0.00	0.00	0.01
L&H VEHICLE	2922200	86357	17794022	13.86	100.65	7.31	1.48	0.76	1.20	3.42
L-Heavy-D T1	23623	857	693472	0.91	1.69	1.16	0.01	0.01	0.01	0.03
L-Heavy-D T2	9294	362	227307	0.22	0.54	0.42	0.01	0.00	0.01	0.02
M-Heavy-D T	26807	1120	818681	0.54	2.85	1.76	0.11	0.01	0.02	0.14
H-Heavy-D T	16338	2187	102672	0.77	4.62	5.51	0.17	0.09	0.03	0.28
HD TRUCK	75062	4526	1842132	2.44	9.70	8.84	0.30	0.11	0.07	0.47
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	2163	80	8652	0.05	0.38	0.56	0.02	0.00	0.00	0.03
urban Bus	2520	275	10080	0.23	2.22	1.85	0.04	0.00	0.00	0.04
Motor Home	35627	447	3564	0.02	0.16	0.16	0.00	0.01	0.01	0.02
ALL VEHICLE	3037560	91685	19658500	16.59	113.11	18.73	1.83	0.89	1.27	3.99

NOTE :  
 I and M program in effect  
 Emissions in tons per day, WMT in 1000-miles  
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## 2030 CenterLine/Yorba Linda Station Replacement TCM Emissions

### Centerline Replacement Projects Year 2030

### Orange County Average

Version: : Enfac2002 V2.2 Apr 25 2003 -- M15 Enabled --  
 Run Date : 09/09/05 13:57:08  
 Scen Year: 2030 -- Model Years: 1985 to 2030  
 Season : Summer

	Vehicle	VMT	Starts	ROG	CO	NOX	PM10EA	Tire W	Brake W	PM10SUM
Passenger Car	1790750	54050	11070200	5.47	45.22	2.06	0.68	0.48	0.75	1.91
Light-D-Trk1	569976	10931	2255070	2.06	12.23	0.84	0.15	0.10	0.15	0.39
Light-D-Trk2	507877	14859	3088610	3.49	23.66	2.01	0.44	0.13	0.21	0.78
Mediu-D-Trk	213561	6197	1292420	1.74	12.94	1.15	0.19	0.05	0.09	0.33
MOTOR Cycle	38145	264	76283	1.10	6.40	0.31	0.01	0.00	0.00	0.01
L&M VEHICLE	7920309	86301	17782583	13.86	100.56	7.31	1.47	0.76	1.20	3.42
L-Heavy-D T1	23623	857	693472	0.91	1.89	1.18	0.01	0.01	0.01	0.03
L-Heavy-D T2	8294	362	227307	0.22	0.54	0.42	0.01	0.00	0.01	0.02
M-Heavy-D T	25807	1120	818681	0.64	2.85	1.76	0.11	0.01	0.02	0.14
H-Heavy-D T	16338	2187	102672	0.77	4.02	5.51	0.17	0.09	0.03	0.28
HD TRUCK	75062	4526	1842132	2.44	9.70	8.84	0.30	0.11	0.07	0.47
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	2163	80	8652	0.05	0.38	0.56	0.02	0.00	0.00	0.03
Urban Bus	2520	275	10080	0.23	2.22	1.85	0.04	0.00	0.00	0.04
MOTOR HOME	35627	447	3564	0.02	0.16	0.16	0.00	0.01	0.01	0.02
ALL VEHICL	3035680	91629	19647000	16.58	113.02	18.73	1.83	0.89	1.27	3.99

NOTE:  
 I and M program in effect  
 Emissions in tons per day, VMT in 1000-miles  
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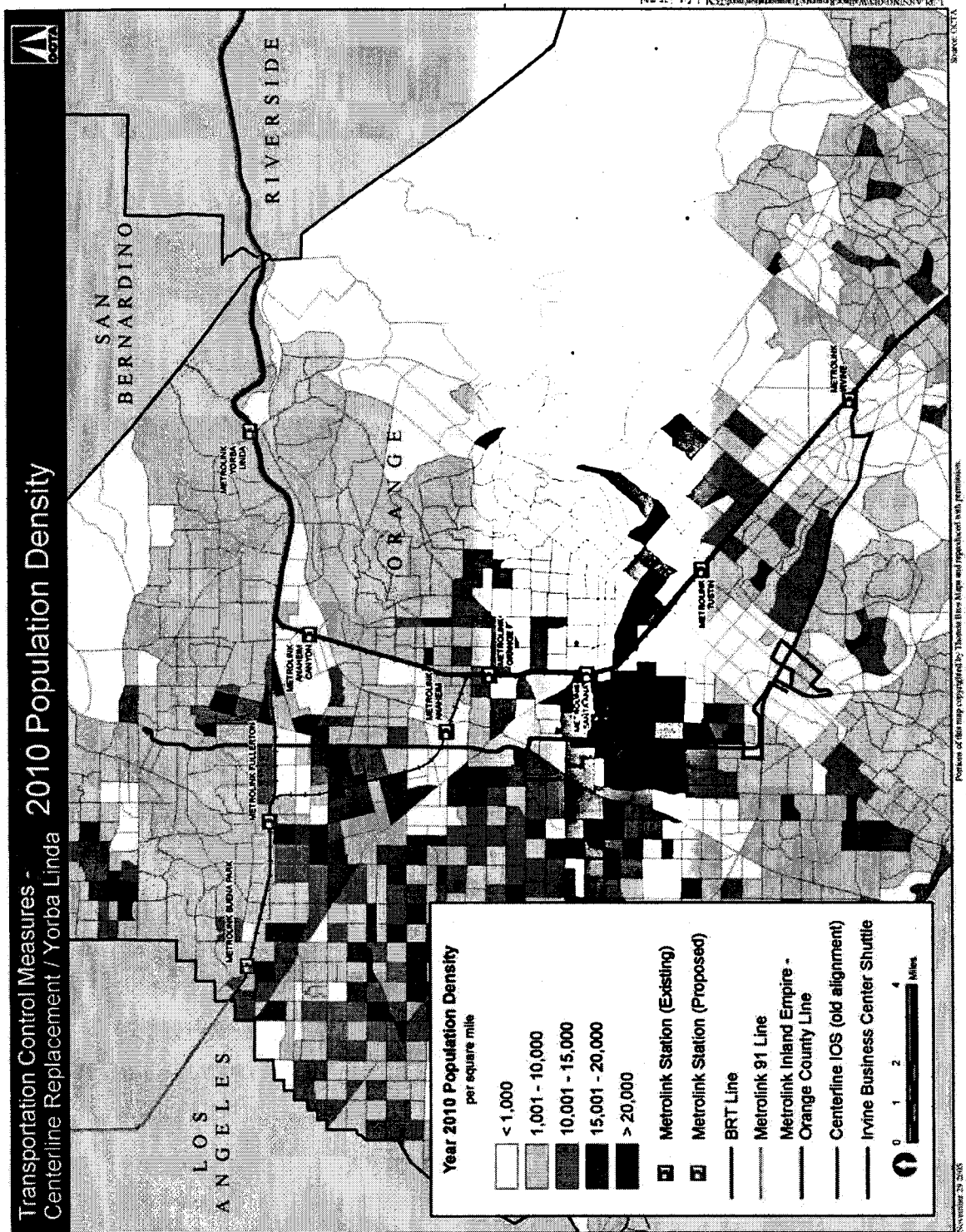
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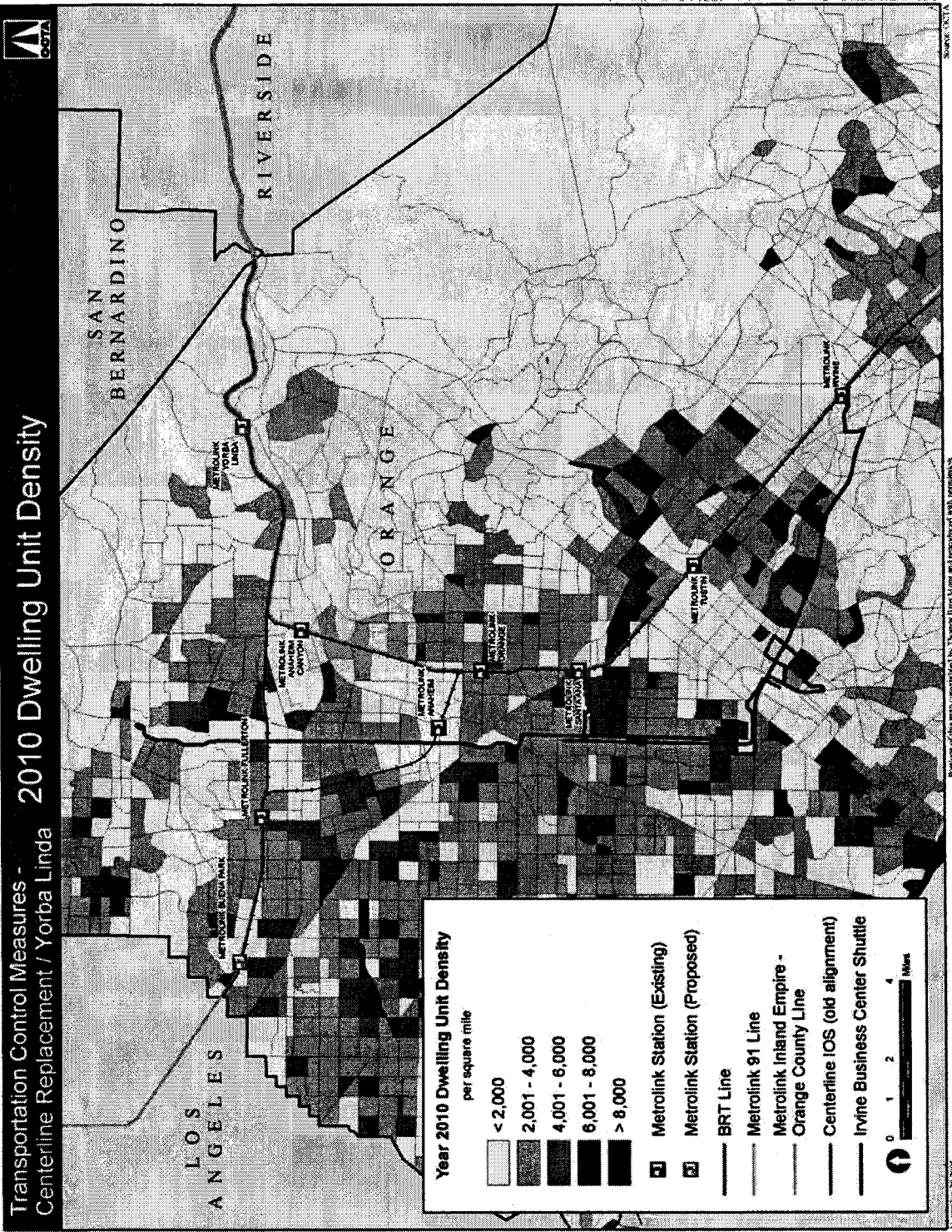
# **CenterLine/Yorba Linda Station TCM and TCM Replacement Bus Emission Calculations**

## **Bus/Train/Additional Emissions**

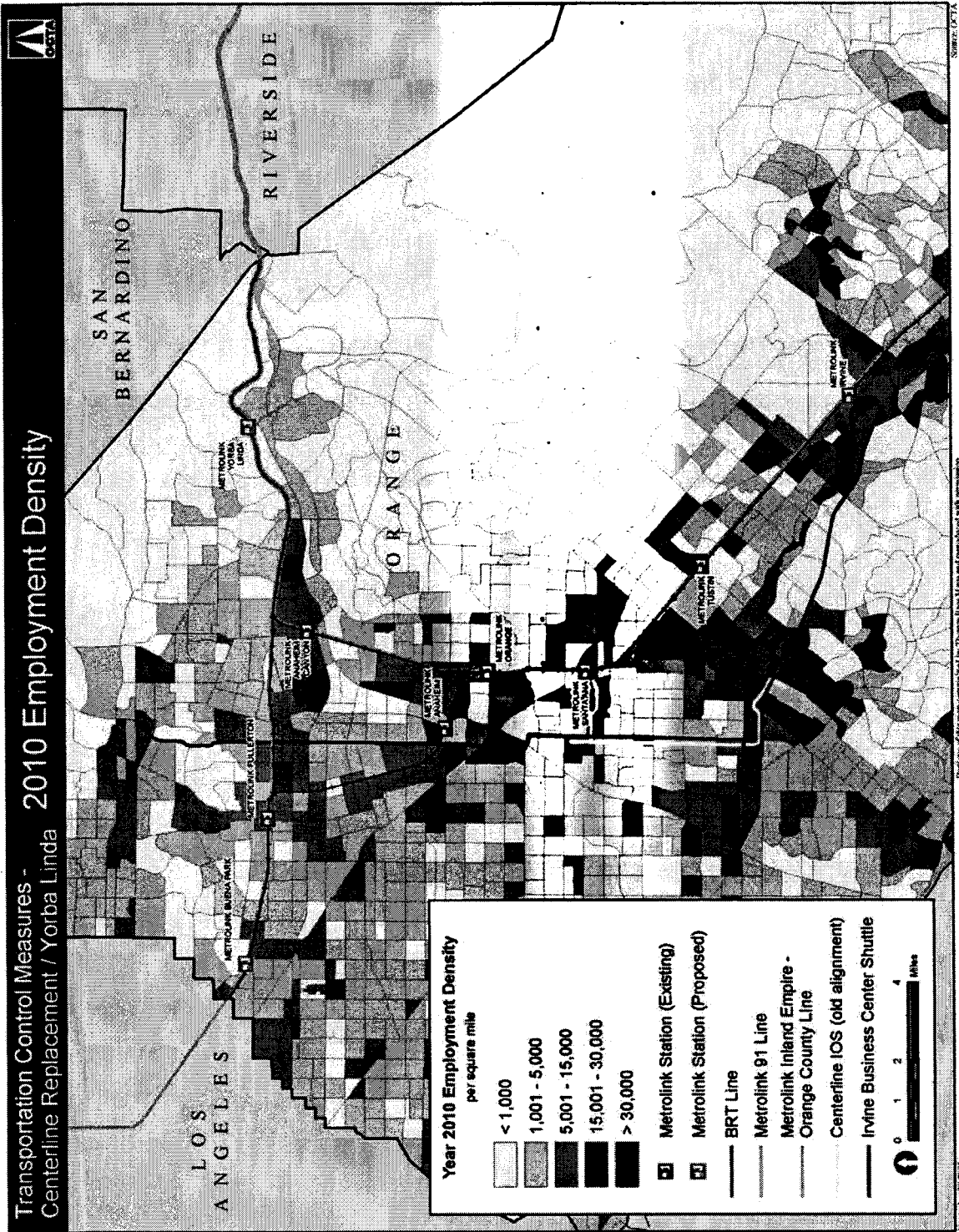
		Tons/Day	Tons/Day
CenterLine		2010	2030
	ROG	0.00	0.00
	NOX	0.02	0.01
	CO	0.03	0.01
	PM10	0.00	0.00
	PM10-Tire	0.00	0.00
	PM10-Brake	0.00	0.00
		Tons/Day	Tons/Day
CenterLine- Replacement		2010	2030
	ROG	0.00	0.00
	NOX	0.03	0.01
	CO	0.04	0.01
	PM10	0.00	0.00
	PM10-Tire	0.00	0.00
	PM10-Brake	0.00	0.00

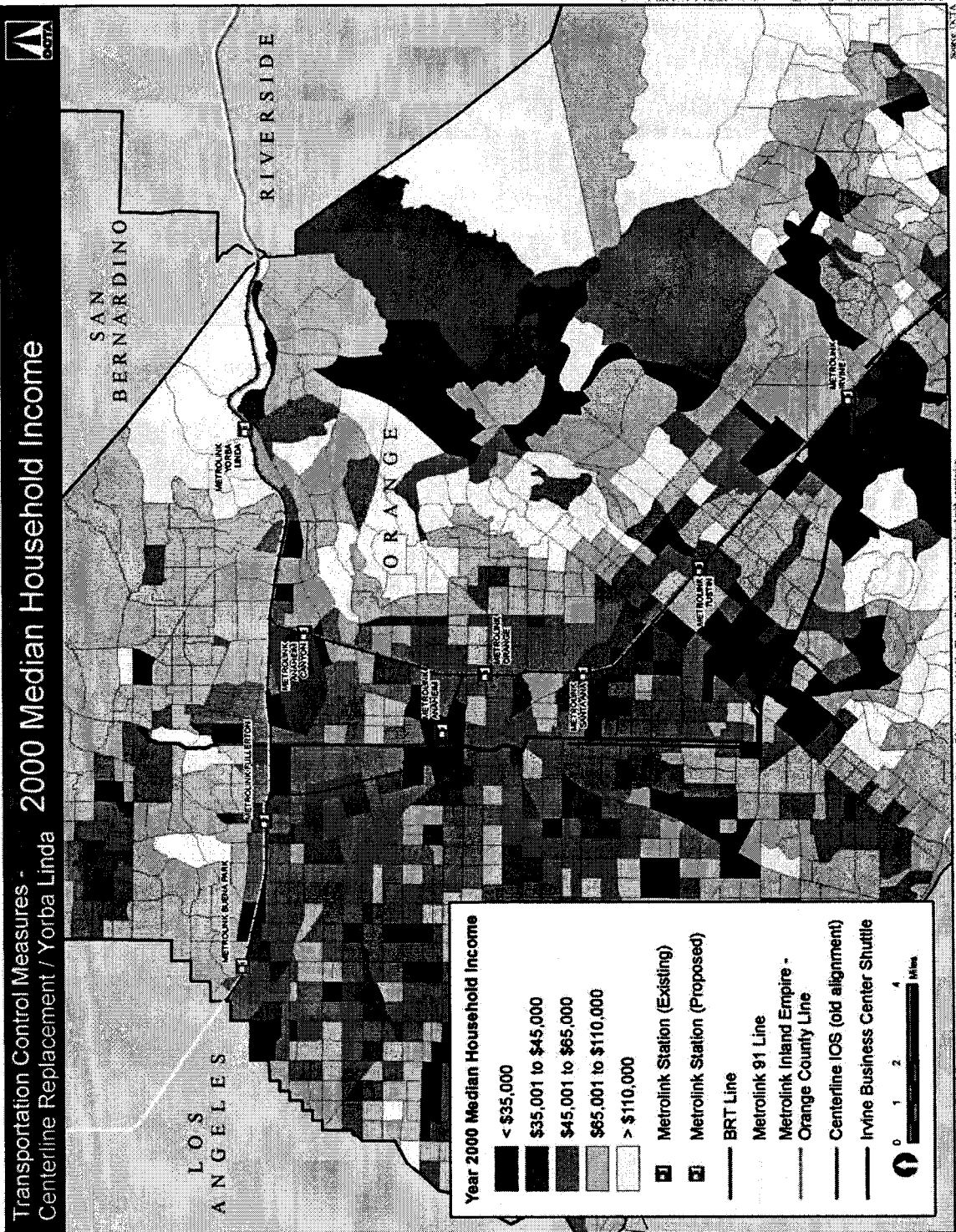
# Socio-Economic Data Maps: Population, Households and Employment





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**ATTACHMENT C**

**OCTA REQUEST FOR FOOTHILL TRANSPORTATION CORRIDOR-SOUTH/SR-241  
AMENDMENT**





**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

November 28, 2005

Mr. Mark Pisano  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Dear Mr. Pisano:

The Orange County Transportation Authority (OCTA) requests the Southern California Association of Governments (SCAG) to prepare and approve a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) amendment to formally modify the scope and implementation timeline for the Foothill Transportation Corridor South project. This project is currently listed as a TCM in the RTIP and will require a formal amendment process.

This amendment will modify the scope of the project to reduce the number of mixed flow lanes to be constructed in the outer years. Specifically, the current scope calls for two additional mixed flow lanes by 2015, and this amendment will change that to be one additional mixed flow lane by 2020. However, the near term construction of two mixed flow lanes in each direction, by 2010, is on schedule. This amendment will have no net impact on air quality emissions and should require no additional modeling.

OCTA would like this request to be included in amendment 2004-18, as previously submitted. Thank you for assistance in processing this request, SCAG's efforts are much appreciated.

Sincerely,

Paul C. Taylor  
Executive Director, Planning,  
Development and Commuter Services

000106



**ATTACHMENT D**

**OCTA RTIP AMENDMENT REQUEST AND NARRATIVE**





**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

November 28, 2005

Ms. Rosemary Ayala  
Southern California Association of Governments  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017-3435

Dear Ms. Ayala:

The Orange County Transportation Authority (OCTA) is requesting an amendment to the 2004-2009 Regional Transportation Improvement Program (RTIP). The projects requested to be amended include those outlined in OCTA's October 28, 2005, letter requesting an amendment for the replacement of the CenterLine and Yorba Linda Station projects. These projects represent TCM replacements and have been discussed and reviewed at the TCWG. The replacement projects are all fully funded and OCTA is committed to delivering them within the specified timeframe.

Thank you for your assistance in processing this request. If you have any questions or require additional information, please contact me at (714)560-5462 or [jbergener@octa.net](mailto:jbergener@octa.net).

Sincerely,

Jennifer Bergener  
Manager, Capital Programs

enclosures

**2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
Orange County Transportation Authority  
Amendment #04-18**

Agency	Project ID	Title	Changes Requested	Formal or Admin Amendment Reason
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**State Highways System**

TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15 MI) 2 MF EA. DIR BY 2010; AND 2 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	<p>SCOPE CHANGE</p> <ul style="list-style-type: none"> <li>- CHANGE PROJECT DESCRIPTION TO : “(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG &amp; AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.”</li> <li>- DELETE PVT IN FY 2000-01, 2001-02, 2004- 05 TO \$0</li> <li>- ADD PVT IN FY2005-06 ENG \$5,000, FY2006-07 ENG \$20000 &amp; RW \$35000, FY2007-08 ENG \$10000 &amp; CON \$80000, FY2008-09 CON \$100000, FY2009-10 CON \$100000, DECREASE PVT IN FY2005-06 CON FROM \$235000 TO \$0</li> </ul> <p>TOTAL PROJECT COST \$550,000, TOTAL PROGRAMMED IN 2004 RTIP TIMEFRAME \$350,000. (Note: There is \$200,000 programmed beyond the 2004 RTIP timeframe.)</p>	FORMAL
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**2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Orange County Transportation Authority**  
**Amendment #04-18**

Agency	Project ID	Title	Changes Requested	Formal or Admin Amendment Reason
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**Transit System Projects**

YORBA LINDA	ORA981103	IN YORBA LINDA, CONSTRUCT COMMUTER RAIL STATION AND PARK AND RIDE (347 SPACES) NEAR EXPERANZA RD AND NEW RIVER ST	DELETE PROJECT	FORMAL CITY OF YL , CITY COUNCIL VOTED TO DELETE THE PROJECT -THIS TCM BEING REPLACED WITH OTHER PROJECTS INCLUDED IN THIS AMENDMENT
OCTA	ORA194	CENTRAL ORANGE COUNTY FIXED GUIDEWY (CENTERLINE) FOR CONSTRUCTION FROM SANTA ANA TRANSPORTATION CENTER TO JW AIRPORT. INCLUD ROLLING STOCK FOR INITIAL OPERATING SEGMENT	DELETE PROJECT	FORMAL OCTA BOARD VOTED TO DELETE THIS PROJECT 10-14-05 THIS TCM IS BEING REPLACED WITH OTHER PROJECTS INCLUDED IN THIS AMENDMENT
OCTA	ORA110501	BUS RAPID TRANIST - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE- CNG SHUTTLES FROM JWA TO IBC.	NEW PROJECT  - ADD STP-RIP IN FY 2008-09 CON \$41,670 - ADD STP-RIP IN FY 2009-10 CON \$7,530  TOTAL PROJECT COST \$49,200	FORMAL SUBSTITUTION FOR CENTERLINE CANCELATION

**ATTACHMENT E**

**METROLINK LETTER REGARDING SERVICE EXPANSION**





SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

**Member Agencies:**

Los Angeles County  
Metropolitan Transportation  
Authority.  
Orange County  
Transportation Authority.  
Riverside County  
Transportation Commission.  
San Bernardino  
Associated Governments.  
Ventura County  
Transportation Commission.

**Ex Officio Members:**

Southern California  
Association of Governments.  
San Diego Association  
of Governments.  
State of California.

November 30, 2005

Mr. Mark Pisano  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Dear Mr. Pisano:

The Southern California Regional Rail Authority (SCRRA) operator of Metrolink commuter rail service in Southern California is working closely with the Orange County Transportation Authority (OCTA) toward the implementation of the OCTA Board-approved Metrolink Service Expansion Plan. To this end, OCTA has requested the inclusion of a significant rail car order, which has been added to the base order of the current SCRRA rail car procurement. Additionally, SCRRA staff, along with members of the SCRRA Technical Advisory Committee and consultants, worked with OCTA in development of the OCTA Service Expansion Plan. This same team is currently progressing toward the completion of the SCRRA Strategic Assessment, which will guide Metrolink's service planning into the next decade. The SCRRA Assessment will include OCTA's service assumptions as contained in the Service Expansion Plan. OCTA has committed to fully fund the proposed expanded service as outlined in the attached OCTA Board item, dated November 28, 2005. SCRRA as a joint powers authority of which OCTA is a member, is committed to working with OCTA to implement the expanded service.

SCRRA and its member agencies thank you for your assistance with implementing this plan.

Sincerely,

David Solow  
Chief Executive Officer

enclosure

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**BOARD COMMITTEE TRANSMITTAL**

**November 28, 2005**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Comprehensive Funding Strategy and Policy Direction, and Adoption of the 2006 State Transportation Improvement Program

Regional Planning and Highways Committee

November 21, 2005

**Present:** Directors Norby, Cavecche, Rosen, Dixon, Brown, Green, Monahan, and Pringle  
**Absent:** Director Ritschel

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendations**

- A. Approve overall policy direction for programming of local, state, and federal funds.
- B. Approve a comprehensive local, state, and federal funding plan for \$1.455 billion from fiscal year 2005-06 through fiscal year 2010-2011
- C. Adopt the 2006 State Transportation Improvement Program
- D. Approve a Bristol Street Widening Project Funding Plan
  - 1. Commit to seek full funding in the amount of \$225 million for the Bristol Street Widening Project
  - 2. Program \$125 million in State Gas Tax Subvention funds in the period from fiscal year 2006-07 through fiscal year 2011-12 for the Bristol Street Widening Project.



***Committee Recommendations (Continued)***

3. Direct the Chief Executive Officer to seek an additional \$100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete the Bristol Street Widening Project.
  4. Direct the Chief Executive Officer to negotiate a cooperative agreement with the City of Santa Ana that defines the Orange County Transportation Authority's responsibilities for project funding of \$225 million and that City's responsibilities for project implementation.
- E. Approve the use of Measure M Transit funds for the Metrolink Service Expansion
- F. Authorize staff to process all necessary amendments to the State Transportation Improvement Program and Regional Federal Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

Attachment A has been revised (see Revised Attachment A)



**Comprehensive Funding Plan  
FY 2005-06 through FY 2010-11**

Revised  
ATTACHMENT A

Program Areas	Source			Measure							Total
	STP SHA	STP PTA	STP TE	RSTP	CMAQ	MT Transit	Freeway	Other			
Estimated Project Costs											
Cost Updates to Existing STP Projects	\$	81									\$ 81
Project contingency for projects out to bid			25								25
I-5 @ Oak Parkway		3	3								3
I-5 @ Custer Drive		2	2								2
Regional Highway Grade Separation		31	31								31
Soundwalls - I-5 in San Clemente (2 locations)		4	4								4
I-5 @ Jamboree		3	3								3
I-405 Magnolia to Beach		1	1								1
I-5 @ Pico		5	5								5
I-5 @ Camino Capistrano		7	7								7
Highways	\$	188									\$ 188
Orangetown Auxiliary Lane (Added to RCTC \$5 million for Design)		3							3		3
I-5 Orange Interchange Improvement (Environmental phase)		2	2								2
Bristol Street Widening		125									125
Orange Highway widening between I-5 and Antonio Parkway		5	5								5
Soundwalls		5	5								5
Planning, Programming, Monitoring (PPM) activities		10	10								10
High Occupancy Vehicle (HOV)	\$	484									\$ 484
22405 direct HOV connectors		190							190		190
405/406 direct HOV connectors		190	65			75			10		190
HOV drop ramps (405, 5, 27)		150				135			15		190
Countywide Ramps		4				4					4
Local Roads & Routes	\$	218							2		\$ 218
2005 CTFP Call for Projects		115				115					115
Grade Separation Program		68									68
Countywide Grade Separation Program (Environmental & Preliminary Engineering)		10				10					10
Countywide Grade Separation Program		48				48					48
Light Rail	\$	294									\$ 294
Turnback Facility at Fullerton Station		4						4			4
Additional Track, La Habra to Fullerton		29						29			29
Relief Sidings between Anaheim Station and La Palma		3						3			3
Pedestrian Grade Separation at Orange Station		5									5
Relief Sidings between Tustin and Santa Ana Stations		2									2
Turnback Facility at Laguna Hills/Mission Viejo Station		10						10			10
Fullerton Transportation Center Parking Expansion		11				11					11
Gateway to Regional Rail (Anaheim station relocation, high-speed rail work)		80						80			80
Orange Transportation Center Parking Expansion		28						28			28
Tustin Station Parking Expansion		7				7					7
Laguna Hills/Mission Viejo Station Parking Expansion		63						63			63
Irvine Transportation Center Parking Expansion		20				20					20
Rolling Stock		190						190			190
Orange County Metrolink Maintenance Facility (Environmental & Design)		31				4		27			31
Transit	\$	988									\$ 988
Blue Rapid Transit - Rolling stock, infrastructure, facilities		125				125					125
City Studies		30						30			30
Transportation Businessness Activities (TBA)	\$	5									\$ 5
2006 Call for Projects											
Total Proposed Costs	\$	1,285	\$ 988	\$ 773	\$ 5	\$ 5174	\$ 214	\$ 417	\$ 380	\$ 1,495	\$ 1,495

<sup>1</sup> Notes

<sup>1</sup> \$3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds

<sup>2</sup> \$125 million from Gas Tax Subvention funds

<sup>3</sup> \$10 million proposed to come from \$3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds

<sup>4</sup> \$15 estimated from Irvine Business Complex (IBC) developer fees

<sup>5</sup> Metrolink Expansion plan has been escalated from 2005 \$ to Year of Expenditure (YOE) \$ for programming purposes

<sup>6</sup> \$3 million is already funded with STP funds. Total project cost is estimated at \$8 million

<sup>7</sup> \$14.6 million is already funded with STP and city funds. Total project cost is estimated at \$25 million

<sup>8</sup> \$8.125 million is already funded with federal and city funds. Total project cost is estimated at \$26 million

<sup>9</sup> Numbers may not add due to rounding



**November 21, 2005**

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Comprehensive Funding Strategy and Policy Direction, and Adoption of the 2006 State Transportation Improvement Program

**Overview**

Orange County receives state and federal funds for use on transportation capital projects. With the recent passage of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, adoption of the 2006 State Transportation Improvement Program Fund Estimate, and action by the Board of Directors on the future of transit in Orange County, staff is recommending the adoption of a comprehensive state and federal funding plan along with adoption of the 2006 State Transportation Improvement Program.

**Recommendations**

- A. Approve overall policy direction for programming of local, state, and federal funds.
- B. Approve a comprehensive local, state, and federal funding plan for \$1.455 billion from fiscal year 2005-06 through fiscal year 2010-2011.
- C. Adopt the 2006 State Transportation Improvement Program.
- D. Approve a Bristol Street Widening Project Funding Plan.
  - 1. Commit to seek full funding in the amount of \$225 million for the Bristol Street Widening Project.
  - 2. Program \$125 million in state Gas Tax Subvention funds in the period from fiscal year 2006-07 through fiscal year 2011-12 for the Bristol Street Widening Project.

3. Direct the Chief Executive Officer to seek an additional \$100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete the Bristol Street Widening Project.
  4. Direct the Chief Executive Officer to negotiate a cooperative agreement with the City of Santa Ana that defines the Orange County Transportation Authority's responsibilities for project funding of \$225 million and that City's responsibilities for project implementation.
- E. Approve the use of Measure M Transit funds for the Metrolink Service Expansion.
- F. Authorize staff to process all necessary amendments to the State Transportation Improvement Program and Regional Federal Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

***Background***

There are five major funding sources for which staff is seeking programming policy direction. The table below summarizes the current Orange County Transportation Authority (OCTA) policy and the staff proposal for fiscal year (FY) 2005-06 through FY 2010-11 local, state, and federal funding programs. Attachment A identifies proposed funding sources for individual projects.

**Comprehensive Funding Strategy and Policy  
Direction, and Adoption of 2006 State  
Transportation Improvement Program**

**Page 3**

<b>Funding Source</b>	<b>Current Policy</b>	<b>Proposed Policy FY 2005-06 through FY 2010-11</b>
<b>State Transportation Improvement Program</b>	State Highway Projects, Grade Separations, soundwalls	Cost increases on current projects, chokepoints, Metrolink expansion, bus rapid transit, soundwalls
<b>Congestion Mitigation and Air Quality Program</b>	CenterLine light rail	High Occupancy Vehicle (HOV) connectors and drop ramps
<b>Regional Surface Transportation Program</b>	Competitive call to cities and county for local streets and roads	Competitive call to cities and county for local streets and roads and Countywide railroad grade separation projects
<b>Transportation Enhancement Program</b>	Competitive call to cities and County for bicycle and pedestrian projects	Competitive call to cities and county for bicycle and pedestrian projects
<b>Measure M Transit</b>	CenterLine light rail	Metrolink Service Expansion
<b>Measure M Freeway</b>	State Route 22 HOV and Widening, Interstate 5 Far North	State Route 22 - Interstate 405 HOV connectors
<b>Orange County Gas Tax Exchange</b>	Exchange with cities, use for bus operations	Fund up to \$125 million for Bristol Street widening

**State Transportation Improvement Program (STIP)**

The STIP is the major source of funding for transportation improvements in the State of California. Revenues from federal and state sources are consolidated into the STIP. The STIP is divided into two major funding categories, the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Seventy-five percent of the revenues are programmed to the RIP, which is then sub-allocated to counties by formula. In Orange County, OCTA dedicates these funds for use on projects of countywide significance. The remaining 25 percent is programmed to the IIP, which is then allocated to the California Department of Transportation (Caltrans) for projects of interregional significance.

Every two years, state and federal revenues are forecasted for the subsequent five-year period. OCTA is responsible for the development and programming of the RIP portion of the STIP revenues (RTIP), which is then submitted to the California Transportation Commission (CTC) for their approval and adoption. Consistent with Board of Directors (Board) policies, OCTA has programmed the RTIP capital projects by applying greater revenue allocations towards

freeway interchange and ramp improvements with a fair number of local transit-related projects including grade separations and rail stations.

As part of the 2002 STIP, approved by the Board February 25, 2002, OCTA held a balance in reserve of \$164 million for future programming on The CenterLine Project (CenterLine). However, the CTC did not approve a portion of Orange County's 2002 STIP, leaving an un-programmed balance of approximately \$199 million.

**Congestion Mitigation and Air Quality (CMAQ) Program**

The CMAQ program was established in 1991 as part of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA). It was reauthorized under both the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Funds from CMAQ are directed to transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas.

The estimated annual program level for the state is \$360 million, which represents approximately 25 percent of the total federal program. Orange County's annual apportionment is approximately \$36 million. Consistent with federal guidelines, OCTA has programmed these funds towards large-scale capital projects that bring about emissions reduction benefits in the County. These projects have included construction of high-occupancy-vehicles (HOV) lanes, the Santa Ana Bus Base, procurement of alternate fuel buses, and a county-wide rideshare program.

Recent past Board policy has been to program CMAQ funds to CenterLine.

**Regional Surface Transportation Program (RSTP)**

The RSTP was also established by Congress in 1991 by ISTEA and reauthorized under TEA-21 and SAFETEA-LU. Funds from this program are intended to be directed to projects and programs for a broad variety of transit and highway work.

Board policy has been to program all RSTP funds as part of the Combined Transportation Funding Program (CTFP). These funds are made available to all cities and the County for local streets and roads rehabilitation and capacity

projects. In June 2005, OCTA allocated \$115 million in RSTP funds for local, streets and roads projects.

#### **Transportation Enhancement (TE) Program**

The TE program provides federal funding to transportation-related projects that enhance the quality of life in or around transportation facilities in Orange County. Projects in the TE program include aesthetic enhancements, such as landscaping and monuments signs, as well as bicycle and pedestrian facilities. The TE program is administered by the state and is programmed at the regional level by OCTA.

OCTA awards TE grants to local agencies through a competitive call for projects. Since 1998 the Board has awarded over \$33 million in funds to 58 regional projects. The annual funding for the TE program is estimated to be approximately \$3.5 million per year.

#### **Measure M Transit Funds**

Previously, remaining Measure M transit funds were planned for use on CenterLine.

#### ***Discussion***

##### **State Transportation Improvement Program**

In accordance with federal and state regulations, every two years, in every even-numbered year, new revenues are estimated and programmed for the next five-year period.

Due to the on-going state budget crisis, the revenue mix that comprises the STIP has changed significantly. Currently, the STIP is funded through a combination of both federal and state revenues. Historically, the primary funding source had been the State Highway Account (SHA). Funds from the SHA are eligible for a wide range of projects on and off the state highway system. However, due to changes in transportation funding brought about by the passage of the Traffic Congestion Relief Act and the state budget shortfalls, these revenues have become difficult to predict and largely unavailable. In addition, a significant portion of the funds that are available are now being directed to the operation and maintenance of the state highway system.

Based on the 2006 STIP Fund Estimate, adopted by the CTC on September 29, 2005, it is likely that the largest revenue source for the 2006 STIP will be from the Public Transportation Account (PTA). The PTA is a trust fund for transportation planning and mass transportation purposes. The PTA is funded with revenues from state sales tax on gasoline and diesel fuel.

This change in the STIP funding sources will significantly affect the types of projects that OCTA programs in the STIP. The program focus will have to shift from freeway and road related improvements to mass transit and transportation planning related projects. Additionally, the \$199 million STIP reserve (that was designated for use on CenterLine) has been reduced to \$114 million (Attachment B).

In summary, the 2006 STIP fund estimate includes the following funding for Orange County:

- \$114 million - un-programmed reserve balance
- \$ 74 million - of previously unaccessible STIP share balance
- \$ 23 million - Advanced funding of projects (Imperial Highway and Planning, Programming, and Monitoring)
- \$ 26 million - of STIP previously programmed to CenterLine
- \$ 96 million - of new capacity (available in fiscal years 2007-08 forward)
- \$ 6 million - of new Transportation Enhancement Activities capacity

These sources combined provide Orange County with approximately \$339 million in programming capacity for the 2006 STIP.

County STIP proposals are due to the CTC January 30, 2006. The STIP development schedule is as follows:

- |                                   |                    |
|-----------------------------------|--------------------|
| • Fund Estimate adopted by CTC    | September 29, 2005 |
| • Orange County STIP proposal due | January 30, 2006   |
| • Final STIP adoption             | April 27, 2006     |

In development of the 2006 STIP, staff and Caltrans have reviewed the schedule and budget for all current STIP projects. Given the recent trends in material costs, and the fact that that most cost estimates were developed prior to the 2002 STIP, there have been significant cost increases associated with existing STIP projects. Staff proposes that all existing STIP projects be fully funded prior to the addition of any new projects. The overall cost increases are \$54.4 million and individual project cost changes are identified in

Attachment C. Additionally, staff proposes setting aside \$25 million in STIP funds for current STIP projects that are currently out to bid and have bid openings scheduled in December 2005.

Staff's proposal for OCTA's portion of the 2006 STIP is included as Attachment D.

#### **Congestion Mitigation and Air Quality Program**

Approximately \$216 million in CMAQ funds is expected to be available between from FY 2005-06 through FY 2010-11. Staff is recommending that \$210 million in CMAQ funds be programmed towards the completion of the HOV lane projects included in the Five-Year Program, adopted by the Board on October 14, 2005.

Staff recommends that the remaining \$4 million in CMAQ funds be programmed to continue the countywide rideshare program.

#### **Regional Surface Transportation Program**

Approximately \$29 million annually is made available to Orange County from the RSTP. Through FY 2010-2011 approximately \$174 million is expected to be made available to Orange County. Previous Board policy has been to program all RSTP funds as part of the CTFP. These funds are made available to all cities and the county for local streets and roads rehabilitation and capital improvement projects, including railroad grade crossing improvements and separations along the OCTA-owned portion of the Los Angeles to San Diego (LOSSAN) rail corridor and the Burlington Northern Santa Fe (BNSF) Railway Corridor in north Orange County.

As part of the 2005 CTFP call for projects, \$115 million was programmed to local streets and roads projects, and \$10 million was set aside for a future grade separation program.

With the passage of SAFETEA-LU, the RSTP funds made available to OCTA were approximately \$4 million higher per year than previously anticipated, for a total of \$20 million of additional funding. Based upon the three previously approved federal transportation acts, it is reasonable to assume that this program will continue into the foreseeable future. Staff proposes to add one more full year of RSTP funds, estimated at \$29 million, to the \$20 million for a total of \$ 49 million of available funding.



OCTA is facing two issues with this program. The first issue is how the recent material cost increases for asphalt, concrete, and steel will affect the number of projects that can be delivered with the existing funds. Staff proposes to work with the Technical Advisory Committee to prioritize funded rehabilitation projects within the limits of the current program commitments. The second issue is the significant interest in improving railroad grade separations in Orange County. OCTA staff recommends that the balance of \$49 million be programmed to railroad grade separation projects on the LOSSAN and BNSF corridors in Orange County through a future call for projects.

#### **Transportation Enhancement Program**

Staff proposes to continue the current policy of awarding TE grants to local agencies through a competitive call for projects for bicycle and pedestrian projects.

#### **Bristol Street Widening**

The recently adopted Five-Year Program also addresses the need to increase capacity on major arterial streets with countywide significance. One such project is the widening of Bristol Street. The project sponsor, the City of Santa Ana, has estimated the project cost at \$225 million. Staff proposes funding \$125 million of the project with Gas Tax Subvention funds that are made available to OCTA by the County of Orange as a result of the Orange County bankruptcy recovery plan. (These funds partially offset the transfer of Transportation Development Act funds from OCTA to the County of Orange as part of the Orange County bankruptcy recovery plan).

Currently, Gas Tax Subvention funds are exchanged with cities in Orange County for city general funds that can be used for bus operations. Staff proposes to end the exchange with the cities and program \$125 million in state Gas Tax Subvention funds in the period from FY 2006-07 through FY 2011-12 for Bristol Street widening. Staff will continue to seek the remaining \$100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete Bristol Street widening.

The programming for Bristol Street widening requires a companion action to maintain funding for bus operations: programming of \$125 million in STIP funds to fund the capital improvements required for the implementation of bus rapid transit in Orange County. This action will take advantage of the shift towards transit funding in the STIP program discussed earlier in this report.

#### **Measure M Transit Funds**

After the recent cancellation of CenterLine, the Measure M transit funds planned for use on that project are now available for use on another project that meets the requirements of Measure M. The Five-Year Program includes: expand Metrolink commuter rail service, extend the reach of Metrolink through the planning of city-initiated transit projects, and the Irvine Business Center circulator. OCTA staff is recommending that this expansion be primarily funded with Measure M Transit funds. Attachment E shows the project description for use of these funds from the Measure M expenditure plan approved by the voters. The description states, "the primary improvements will be along the LOSSAN rail corridor and designed to provide frequent train service between south and north Orange County . . ." The Metrolink expansion clearly meets this standard so no Measure M plan changes or amendments are necessary to reallocate these funds.

#### **Metrolink Service Expansion**

On November 14, the Board approved the Metrolink Service Expansion plan. At that time, staff committed to return with the funding plan for service expansion as part of this comprehensive funding plan. The total capital investment required for Metrolink service expansion is \$403 million (or \$383 million in 2005 dollars). Staff recommends using \$43 million in STIP funds and \$360 million in Measure M transit funds for Metrolink service expansion. Additionally, \$31 million is proposed (\$27 million of Measure M transit funds and \$4 million of STIP funds) for the environmental and design phases of an Orange County Metrolink maintenance facility.

#### **Measure M Freeway Funds**

The Measure M Freeway fund has a projected positive variance of \$150 million. These funds are not currently programmed to a project. Staff proposes to amend the Measure M expenditure plan and to program these funds to the Garden Grove Freeway (State Route 22), San Diego Freeway (Interstate 405) HOV connector project.

#### **Federal Discretionary Funding**

In addition to the total \$1.455 billion in the recommended comprehensive funding plan, federal discretionary funding is available to Orange County under provisions of SAFETEA-LU. Staff will continue to work with the County's

Congressional delegation on opportunities to appropriate federal funding to supplement and expand on the recommended plan. For example, staff has been discussing with the Federal Transit Administration OCTA's new transit vision and the Board-adopted Five-Year Program. Projects that may be well-suited to federal discretionary transit funding include:

- Additional Orange County-focused Metrolink improvements (e.g., capacity expansion north and east of Fullerton, a local maintenance facility, new trains)
- Design and construction of city-initiated rapid transit
- Construction of intermodal facilities such as the Anaheim Regional Transportation Intermodal Center
- Construction of additional drop ramps between transitway-HOV lanes and major activity centers.

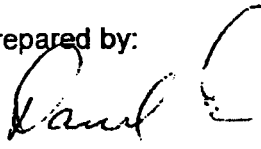
**Summary**

Staff is presenting a comprehensive \$1.264 billion local, state, and federal funding program for the period FY 2005-06 through FY 2010-11. This comprehensive program identifies future uses of STIP, CMAQ, and Measure M transit and freeway funds, and confirms the existing use of federal RSTP funds. In addition, staff is presenting the 2006 STIP for Board approval.

**Attachments**

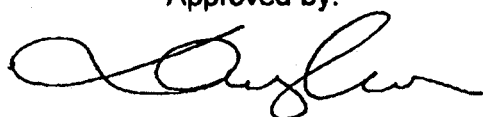
- A. Comprehensive Funding Plan FY 2005-06 through FY 2010-11
- B. Calculation of 2006 STIP Fund Estimate for Orange County
- C. 2004 STIP - Project Cost Updates
- D. Proposed 2006 STIP Submittal Orange County Transportation Authority
- E. Orange County Transit Project Descriptions

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**Comprehensive Funding Plan  
FY 2005-06 through FY 2010-11**

**ATTACHMENT A**

Program Areas	Source	Status	STIP 2004	STIP 2005	STIP 2006	RSTP	CMAQ	Metrolink	Freeway	Other	Total
<b>Cost Updates to Existing STIP Projects</b>	<b>Estimated Project Costs</b>										
Project contingency for projects out to bid	\$ 81										\$ 81
I-5 @ Oso Parkway	25		25								25
I-5 @ Culver Drive	3		3								3
Imperial Highway Grade Separation	2		2								2
Southwest - I-5 in San Clemente (2 locations)	31		31								31
I-5 @ Jamboree	4		4								4
I-405 Maguire to Beach	3		3								3
I-405 Pico	1		1								1
I-5 @ Camino Capistrano	5		5								5
<b>Highways</b>	<b>\$ 188</b>										<b>\$ 188</b>
\$1.5B Auxiliary Lane (Added to RCTC \$5 million for Design)	3								3		3
I-5 Orange Interchange Improvement (Environmental phase)	2		2								2
Bristol Street Widening	125								125		125
Orange Highway widening between I-5 and Antonio Parkway	5		5								5
Southwest	5		5								5
Planning, Programming, Monitoring (PPM) activities	10		10								10
<b>High Occupancy Vehicle (HOV)</b>	<b>\$ 484</b>										<b>\$ 484</b>
22405 direct HOV connectors	150								150		150
405/805 direct HOV connectors	150		65				75			10	150
HOV drop ramps	150						135		13		150
Countywide Rideshare	4						4				4
<b>Local Streets &amp; Roads</b>	<b>\$ 115</b>										<b>\$ 115</b>
2005 CTFP Call for Projects	\$ 115					115					115
<b>Grade Separation Programs</b>	<b>\$ 89</b>										<b>\$ 89</b>
Countywide Grade Separation Program (Environmental & Preliminary Engineering)	\$ 10					10					10
Countywide Grade Separation Program	\$ 49					49					49
<b>Metrolink</b>	<b>\$ 434</b>										<b>\$ 434</b>
Turnback Facility at Fullerton Station	4							4			4
Additional Track, La Palma to Fullerton	29							29			29
Relief Sidings between Anaheim Station and La Palma	3							3			3
Pedestrian Grade Separation at Orange Station	5			5							5
Relief Sidings between Tustin and Santa Ana Stations	2							2			2
Turnback Facility at Laguna Niguel/Mission Viejo Station	10							10			10
Fullerton Transportation Center Parking Expansion	11			11							11
Gateway to Regional Rail	60							60			60
Orange Transportation Center Parking Expansion	28							28			28
Tustin Station Parking Expansion	7			7							7
Laguna Niguel / Mission Viejo Station Parking Expansion	63							63			63
Irvine Transportation Center Parking Expansion	20			20							20
Rolling Stock	160							160			160
Orange County Metrolink Maintenance Facility (Environmental & Design)	31			4				27			31
<b>Transit</b>	<b>\$ 168</b>										<b>\$ 168</b>
Bus Rapid Transit - Rolling stock, infrastructure, leaders	125			125							125
City Studies	30							30			30
Transportation Enhancement Activities (TEA)	6					6					6
2004 Call for Projects	\$ 6										6
<b>Total Program Costs</b>	<b>\$ 1,488</b>		<b>\$ 188</b>	<b>\$ 172</b>	<b>\$ 174</b>	<b>\$ 214</b>	<b>\$ 417</b>	<b>\$ 180</b>	<b>\$ 153</b>	<b>\$ 1,488</b>	

- Notes:
- \$3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds
  - \$125 million from Gas Tax Subvention funds
  - \$10 million proposed to come from \$3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds
  - \$15 estimated from Irvine Business Complex (IBC) developer fees
  - Metrolink Expansion plan has been escalated from 2005 \$ to Year of Expenditure (YOE) \$ for programming purposes
  - \$3 million is already funded with STIP funds. Total project cost is estimated at \$8 million
  - \$14.6 million is already funded with STIP and city funds. Total project cost is estimated at \$25 million
  - \$8.125 million is already funded with federal and city funds. Total project cost is estimated at \$26 million
  - Numbers may not add due to rounding

## **Calculation of 2006 STIP Fund Estimate for Orange County**

The \$199 million STIP reserve (that was designated for use on CenterLine) has been reduced to \$114 million. The reduction is due largely to the actual revenues being significantly less than the anticipated revenues in the previous fund estimate. Caltrans develops, and the CTC adopts, the fund estimate consistent with existing state law and reasonably anticipated revenues from each source. Then the estimate is adjusted over time to reflect actual revenues, and each county's share is adjusted in the following fund estimate to reflect actual revenues received.

The STIP is also subject to county share periods. The share periods represent a four-year cycle in which the CTC calculates the funding available to each county through the STIP. Due to loans, shifts, and transfers to balance the state budget, the 2004 STIP included no new funding capacity. However, under state law, the county share was still required to be calculated as if the funding was available. Orange County's calculated share was approximately \$74 million.

Additionally, OCTA has available \$23 million accessible through provisions made available under Assembly Bill (AB) 3090. Due to the state budget crisis and the unavailability of STIP funds, the Board authorized staff to utilize the provisions made available under AB 3090 for two projects programmed in the 2004 STIP. Through this process, a local agency may fund an existing STIP project with other funds and be reimbursed or receive a replacement project at a later date. This enables projects to continue moving forward in the absence of state funding. The two projects that utilized this provision were the Imperial Highway Grade Separation, (\$19 million) and the Planning, Programming, and Monitoring (PPM) program (\$3 million).

In summary, the 2006 STIP fund estimate includes the following funding for Orange County:

- \$114 million un-programmed reserve balance
- \$ 74 million of previously unaccessible STIP share balance
- \$ 23 million AB 3090 projects (Imperial Highway and PPM)
- \$ 26 million of STIP previously programmed to CenterLine
- \$ 96 million of new capacity (available in fiscal years 2007-08 forward)
- \$ 6 million of new Transportation Enhancement Activities capacity

These sources combined provide Orange County with approximately \$339 million in programming capacity for the 2006 STIP.

## 2004 STIP - Project Cost Updates

Agency	Rte	Project	2004 STIP	Proposed 2006 STIP	Variances	Total	Prior	Current Year FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11
<b>EXISTING PROGRAMMED PROJECTS</b>													
Caltrans		5 Avenida Pico SB off-ramp, aux lane	2,667	7,275	4,608	7,275	1,918		5,357				
Caltrans		5 Camino Capistrano Interchange Improvements	9,176	16,072	6,896	16,072	183		1,624		14,265		
Caltrans		5 Culver Drive southbound off-ramp widening	1,902	2,284	382	2,284	74	307	1,903				
Caltrans		5 Oso Parkway SB off-ramp, storage lane	17,444	20,492	3,048	20,492	306	2,490	17,696				
Caltrans		5 HOV, Rt 91-LA Co Line	24,042	24,042	0	24,042	0	24,042	0	0	0	0	0
Caltrans		5 Jamboree SB off ramp and auxiliary lane	4,787	7,469	2,682	7,469			966	6,503			
Caltrans		90 Imperial Hwy grade sep. rear Orangethorpe *	58,493	89,863	31,370	89,863	2,000	6,280	81,583				
Caltrans		405 Magnolia Av-Beach Bl, aux lane	15,812	17,161	1,349	17,161	1,344	1,338	1,669	12,810			
OCTA	loc	Rt 5 San Clemente El Camino Real soundwall	575	3,378	2,803	3,378			304	3,074			
OCTA	loc	Rt 5 San Clemente Avenida Vaquero soundwall	1,286	2,234	948	2,234			276	1,958			
		<b>TOTAL</b>	<b>136,184</b>	<b>190,271</b>	<b>54,087</b>	<b>190,271</b>	<b>5,825</b>	<b>34,457</b>	<b>111,378</b>	<b>24,345</b>	<b>14,265</b>	<b>0</b>	<b>0</b>

\* Imperial Highway Existing project cost includes programmed STIP as well as the RSTP funding that was used for the AB 3090

Proposed 2006 STIP Submittal  
Orange County Transportation Authority

Agency	Rte	Project	Total	Prior	FY08-07	FY07-08	FY08-09	FY09-10	FY10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Caltrans	5	Avenida Pico SB off-ramp, aux lane	7,275	1,918	5,357	0	0	0	0	0	7	4,507	441	1,470	0	851
Caltrans	5	Camino Capistrano Interchange Improvements	16,072	183	1,624	0	14,265	0	0	0	169	12,675	183	1,405	50	1,590
Caltrans	5	Culver Drive southbound off-ramp widening (04S-26)	2,284	381	1,903	0	0	0	0	0	0	1,581	74	292	15	322
Caltrans	5	Oso Parkway SB off-ramp, storage lane	20,492	2,796	17,696	0	0	0	0	0	403	14,700	308	1,814	273	2,996
Caltrans	5	HOV, Rt 91-LA Co Line (02S-72)(86 grf)	24,042	24,042	0	0	0	0	0	0	0	24,042	0	0	0	0
Caltrans	5	Jamboree SB off ramp and auxiliary lane	7,459	0	966	6,503	0	0	0	0	16	5,625	278	642	32	878
Caltrans	90	Imperial Hwy grade sep. rear Orangefatherpe (04S-10)*	89,863	8,280	81,583	0	0	0	0	0	32,234	39,120	2,000	6,280	4,387	5,842
Caltrans	405	Magnolia Av-Beach Bl. aux lane	17,161	2,682	1,669	12,810	0	0	0	0	1,307	10,657	1,344	1,338	362	2,154
OCTA	loc	Rt 5 San Clemente El Camino Real soundwall (S/O)	3,378	0	304	3,074	0	0	0	0	0	2,675	0	279	25	406
OCTA	loc	Rt 5 San Clemente Avenida Vaquero soundwall (S/O)	2,234	0	276	1,958	0	0	0	0	0	1,551	0	276	0	406
OCTA	5	I-5 Ortega interchange improvement (EIR phase)	2,000	0	2,000	0	0	0	0	0	0	5,000	0	0	0	0
Caltrans	5	Ortega Hwy widening between I-5 / Antonio Pkwy	5,000	0	0	5,000	0	0	0	0	0	3,500	0	0	0	1,500
OCTA	loc	Soundwall Program	5,000	0	0	0	2,500	2,500	2,500	0	0	15,564	0	0	0	0
OCTA		Planning, Programming and Monitoring	15,564	3,064	2,500	2,500	2,500	2,500	2,500	0	0	85,000	0	0	0	0
Caltrans	605	405/605 HOV Connectors	8,000	0	8,000	0	65,000	0	0	0	0	8,000	0	0	0	0
SCSRRRA	loc	Orange Metrolink Station pedestrian overcrossing	23,700	0	0	23,700	0	0	0	0	6,224	16,476	0	1,000	0	0
Fullerton	loc	Fullerton transportation center parking (RTIP)	7,000	0	0	0	500	6,500	0	0	0	6,500	0	0	0	500
Tustin	loc	Tustin Rail Station parking expansion	20,000	0	20,000	0	0	0	0	0	0	20,000	0	0	0	0
OCTA	loc	Irvine Transportation Center Parking Expansion	125,010	0	0	0	41,670	41,670	41,670	0	0	125,010	0	0	0	0
Santa Ana	loc	Bus Rapid Transit - Rolling stock, infrastructure, feeders	3,573	0	3,573	0	0	0	0	0	0	3,573	0	0	0	0
OCTA	bus	West Orange County Bus Rapid Transit Guideway**	3,500	0	3,500	0	0	0	0	0	0	3,500	0	0	0	0
OCTA	cash	AB 3090 reimbursement (03-04 PPM)(02S-124)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OCTA	repl	AB 3090 replacement (imperial grade sep)(04S-10)***	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			473,618	43,346	147,461	124,049	81,435	63,170	44,170	40,360	385,882	10,197	14,798	5,144	17,439	

* Imperial Highway Existing project cost includes programmed STIP as well as the RSTP funding that was used for the AB 3090	
** This project was part of the 2004 STIP programmed in FY 2005-06; OCTA requested an extension to 2008-07	
*** OCTA has programmed against this project.	

\* Imperial Highway Existing project cost includes programmed STIP as well as the RSTP funding that was used for the AB 3090

\*\* This project was part of the 2004 STIP programmed in FY 2005-06; OCTA requested an extension to 2006-07

\*\*\* OCTA has programmed against this project.

# Orange County Transit Project Descriptions

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## High-Technology Advanced Rail Transit

### *Description:*

This project would further develop the existing rail right-of-way and initiate a high capacity urban rail system in Orange County. This 20-Year Plan element will also provide matching funds to encourage local development of extensions to major activity centers.

The primary improvements will be along the LOSSAN rail corridor and designed to provide frequent train service between south and north Orange County with nine stops at San Juan Capistrano, San Clemente, Mission Viejo, Irvine, North Irvine, Santa Ana, Anaheim, Fullerton, and Buena Park.

The extension will provide access between the primary rail system and employment centers. Two of the potential candidate projects are the Anaheim People Mover Project and the Irvine Spectrum to John Wayne Airport Fixed Guideway transit line that could ultimately extend further west to the South Coast Metro area and beyond.

### *Location:*

This project would use the Santa Fe/Amtrak line from San Clemente to Buena Park.

### *Technology and Ridership Estimates:*

Selection of technology, ridership estimates and system costs need further analysis and studies.

### *Costs:*

The total capital cost of the urban rail improvements could exceed \$800 million. Rail extension costs will be determined pending selection of technology. It is recommended that \$340 million be allocated toward this system. System connectivity, ridership/performance and availability of matching funds will be used as criteria to determine the relative priority of investment in the system.

### *Implementation:*

Planning work on this project will begin immediately. The goal is to implement the project(s) during the second 10 years of the plan.

### *Reference:*

Transit Strategy Report, April 1989, Orange County Transportation Commission, prepared by Parsons Brinckerhoff Quade & Douglas, Inc.